



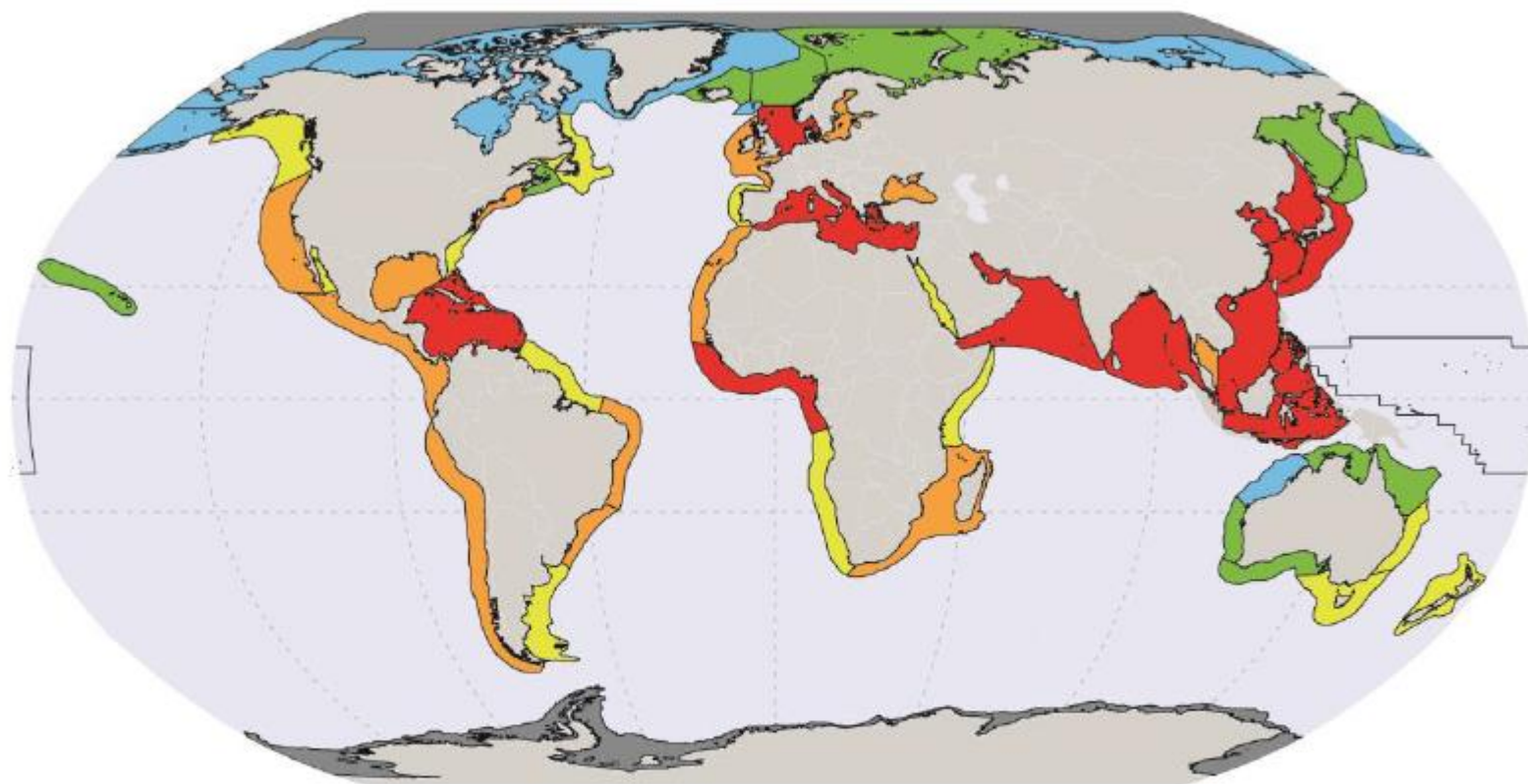
KESKKONNAMINISTEERIUM

Meri ja prügi – millist tulevikku kujundame

Silver Vahtra

Keskkonnaministeerium / nõunik MKOs

06.09.2018



Population within 100 km of coast, 2010 (millions), population size category, and inferred risk to ecosystem services



Figure 5.7 Coastal population within 100 km of the coast (2010 millions), displayed on an outline of Large Marine Ecosystems (taken from TWAP 2016)

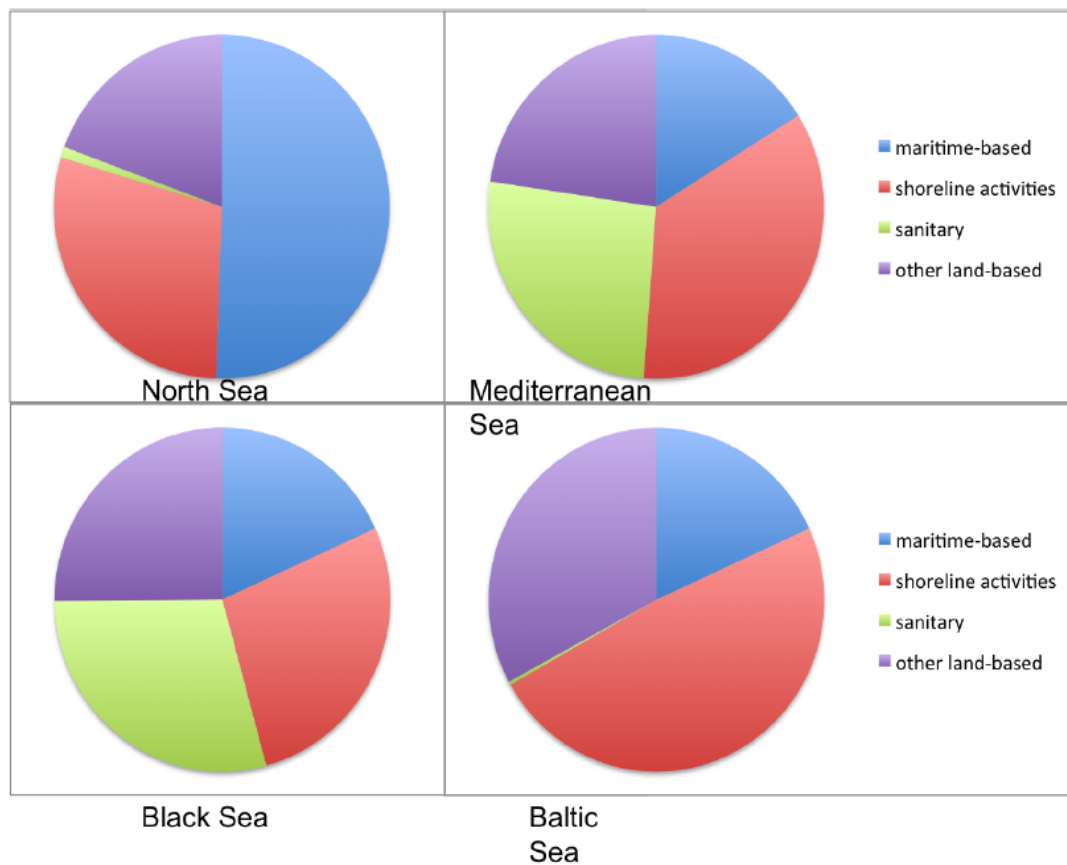


Figure 5.20 Probable source of marine litter items from shoreline surveys at four pilot sites: Oostende, North Sea; Constanta, Black Sea; Riga, Baltic Sea; and Barcelona, Western Mediterranean (adapted from ARCADIS 2012)

Broad sector category [§]	Oostende North Sea	Constanta Black Sea	Riga Baltic Sea	Barcelona Mediterranean
Maritime-based	50.51	18.2	18.18	16.08
Shoreline-based	29.11	48.58	27.69	35.09
Land-based	20.36	33.23	54.4	48.82

[§] maritime based = fishing, shipping, ports, recreational boating, aquaculture and other activities
 shoreline-based = coastal/beach tourism and recreational fishing
 land-based = sanitary, general household, waste collection and transport, construction and demolition, other industrial activities, agriculture and dump sites/landfill

MARINE PLASTIC DEBRIS AND MICROPLASTICS

Global lessons and research to inspire action and guide policy change

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Impacts related to plastic pollution in the oceans cost \$8 bn per year

Natural capital cost of marine plastic pollution by consumer product sector

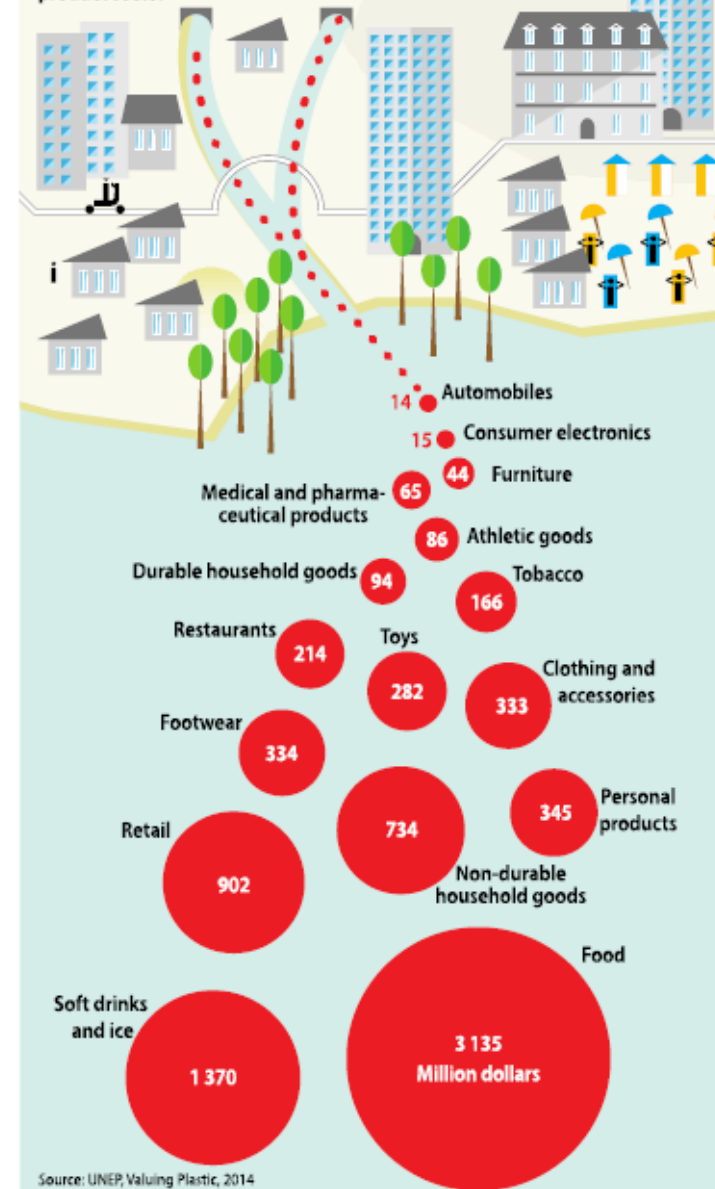


Figure 7.9 Estimates economic impact related to plastic pollution in the ocean (taken from Marine Litter Vital Graphics in preparation)

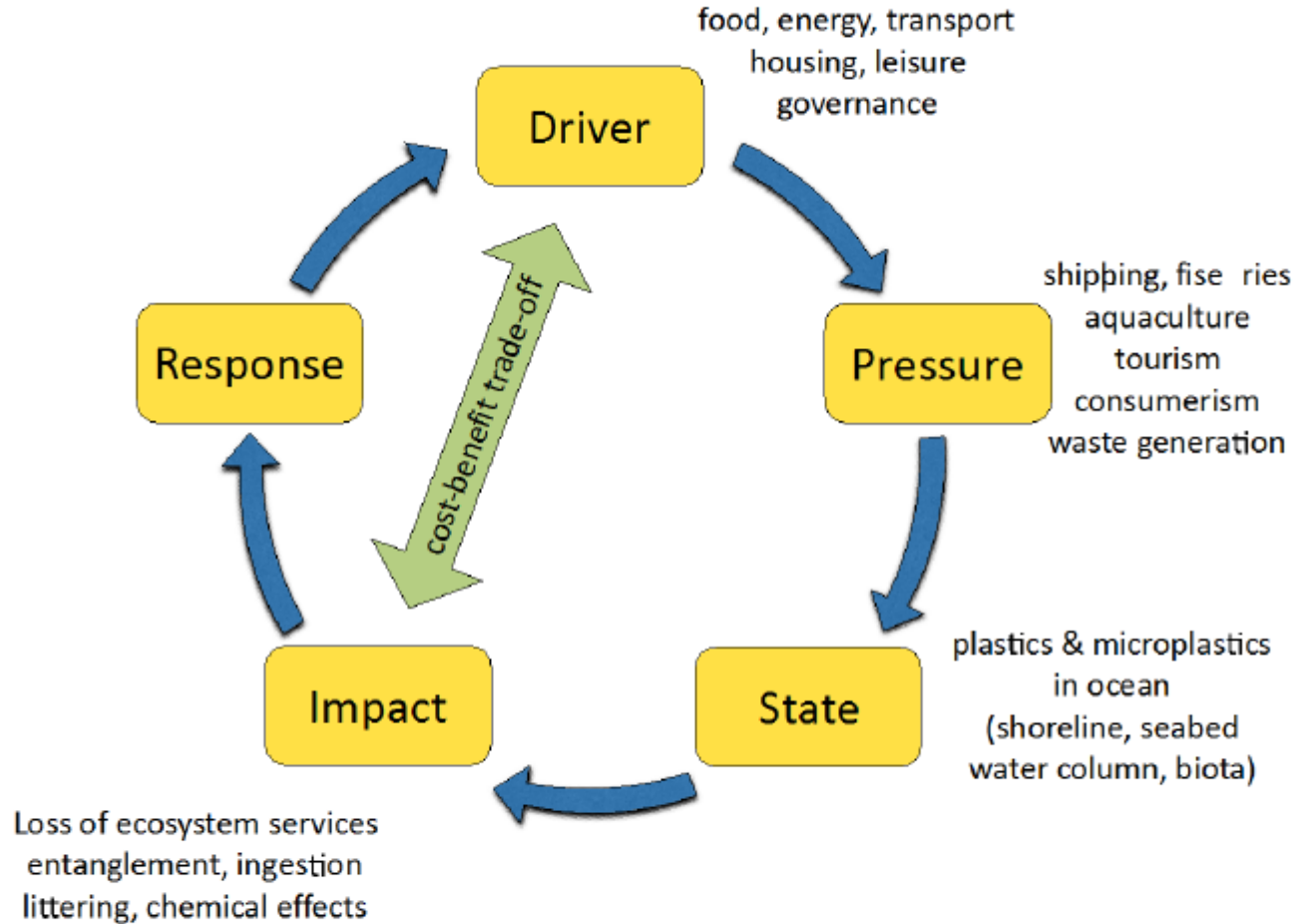


Figure 10.4 The DPSIR framework in relation to inputs and impacts of marine plastic litter (original by P.J. Kershaw).

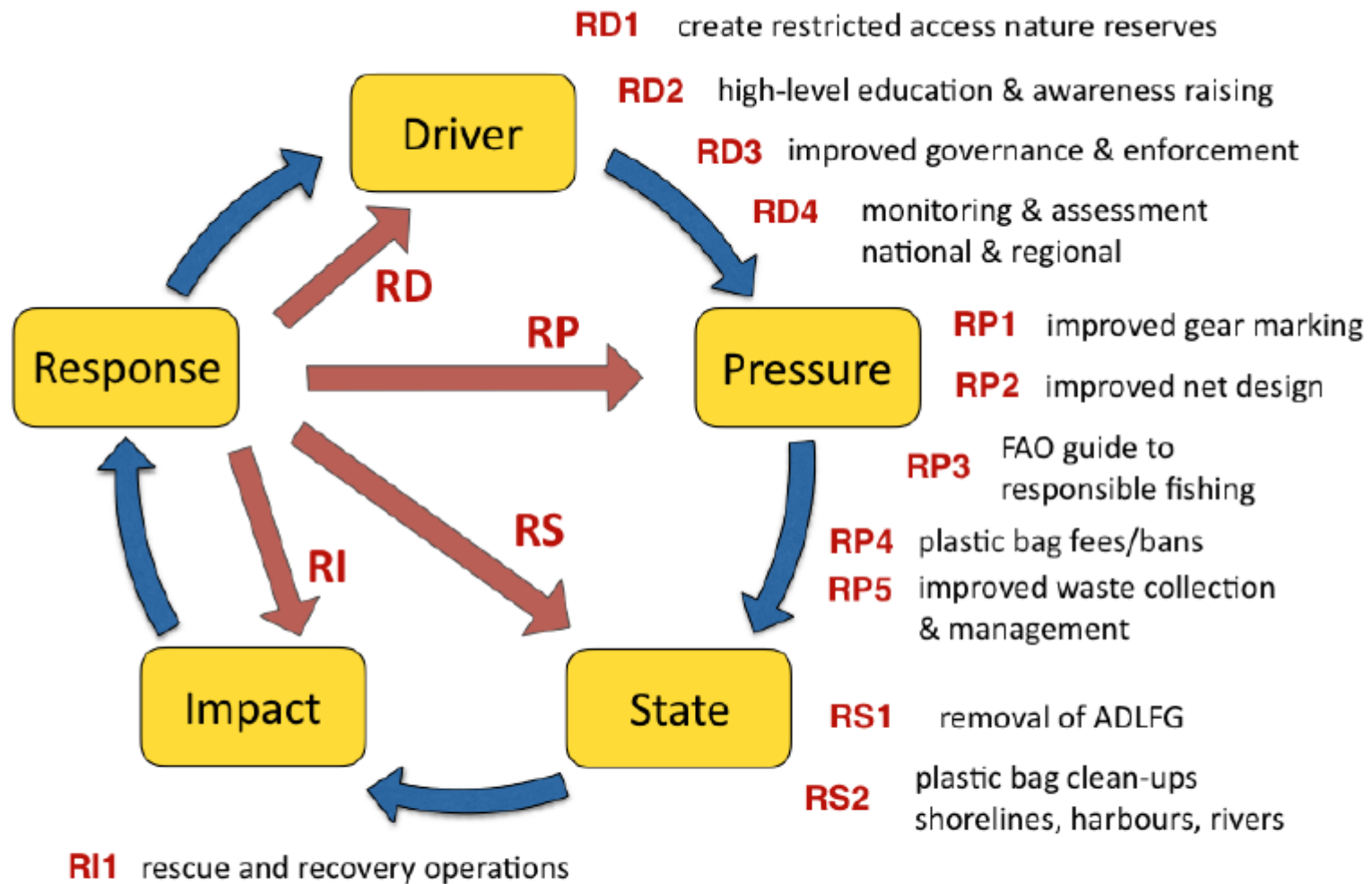


Figure 10.6 DPSIR framework showing some potential responses to reduce the impact on sea turtles of entanglement in ALDFG and ingestion of plastic bags; RD – Responses direct at Drivers, RP – Responses directed at Pressures, RS – Responses directed at environmental State, RI – Responses directed at Impacts (original by P.J. Kershaw).

2. Governance frameworks of relevance to marine plastic debris	4
2.1 Agenda 2030 and the UN Sustainable Development Goals	4
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The United Nations General Assembly and the United Nations Convention on the Law of the Sea (UNCLOS).....	7
Litter prevention at sea.....	9
Litter prevention from land-based sources - GPA.....	13
Conventions for the conservation and sustainable use of biodiversity.....	13
Regulation of harmful substances.....	15
Other international agreements	16

Plastiku tootmine, mikroplastiku allikad

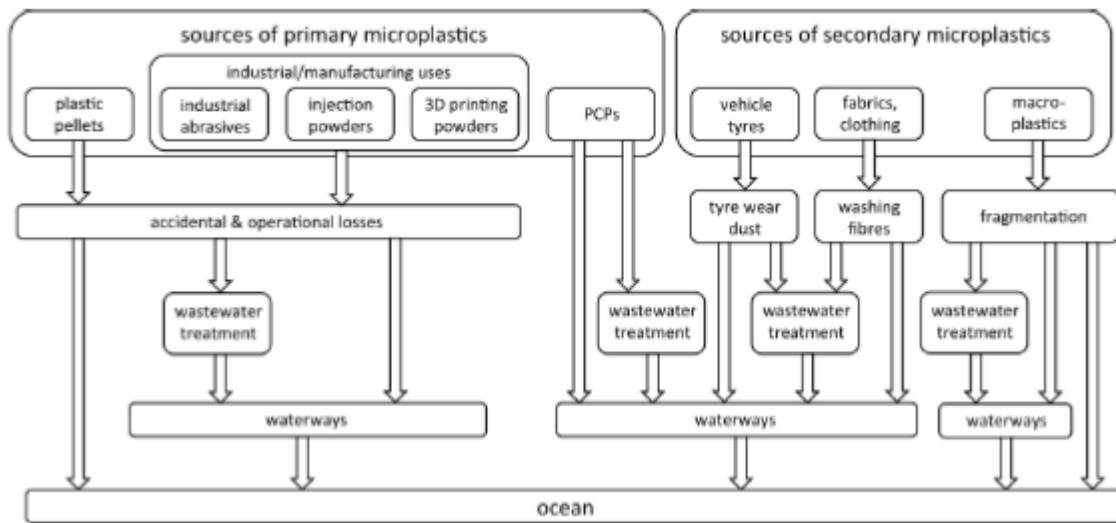
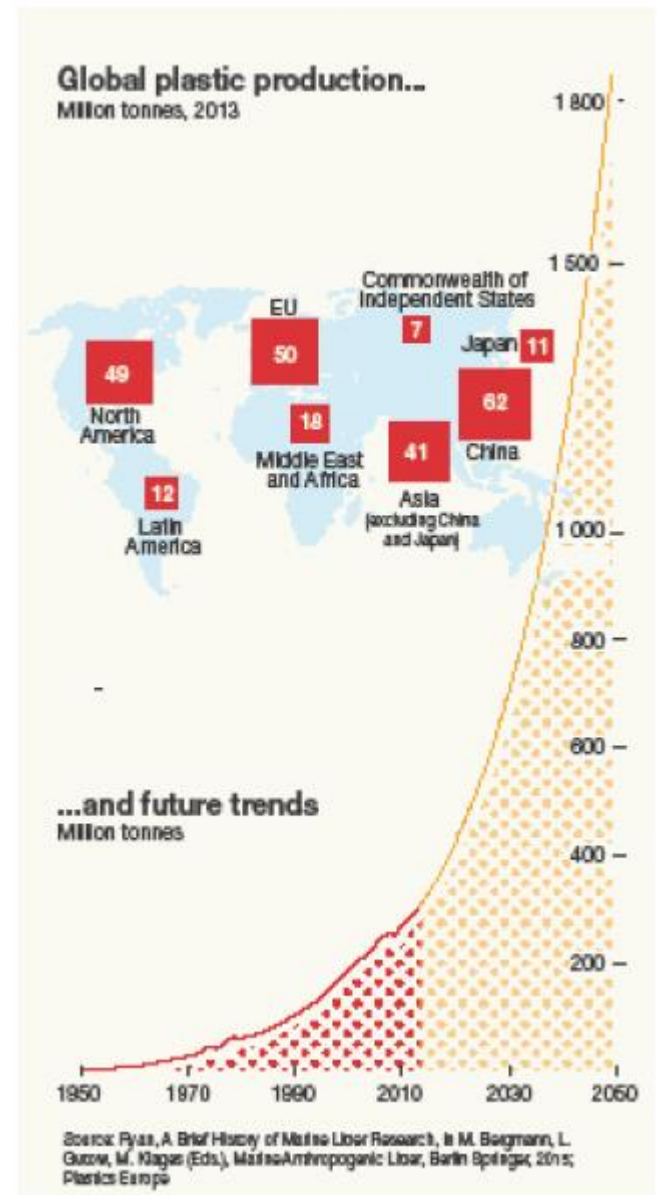


Figure 5.3 Land-based sources of microplastics and pathways to the ocean (original by P. J. Kershaw)



Traalid võrgud jms



Figure 5.5 Examples of different types of derelict fishing gear
(Image: Karen Grimmer, MBNMS, NOAA)

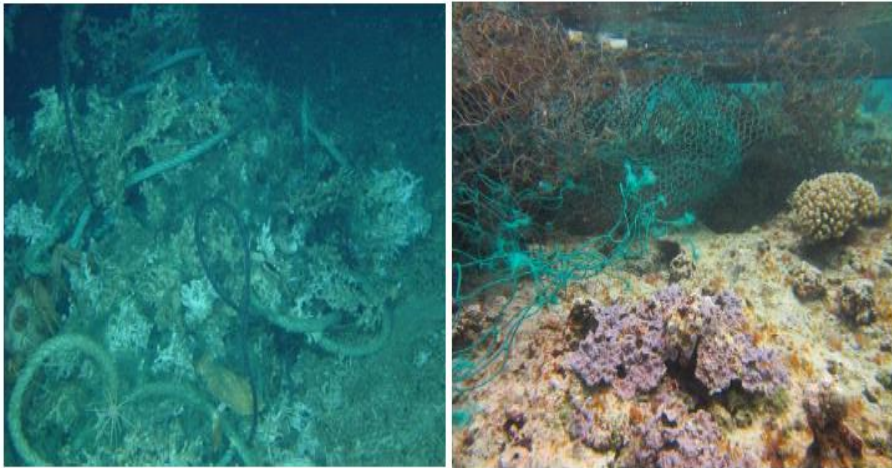


Figure 7.5 Impacts of ALDFG on coral reefs: a) fishing net and rope, entangled with cold water coral reef (*Lophelia pertusa*), 700m water depth NE Atlantic (image courtesy Jason Hall-Spencer, Univ. Plymouth); b) fishing nets entangled in shallow warm water reef (image courtesy of NOAA)

Mereprügi vastuvõtt sadamates

Box 9.8 Examples of port fees

Port of Rotterdam

Vessels pay between USD 299 and USD 418 (EUR 225 and EUR 315) for handling 6m³ of waste, dependent on their main engine capacity (MEC) (Port of Rotterdam, 2014).

Baltic Sea

To face the high levels of illegal waste discharges in the Baltic Sea during the 1990s, HELCOM (Baltic Marine Environment Protection Commission - Helsinki Commission) as the governing body of the Convention on the Protection of the Marine Environment of the Baltic Sea Area, made a Recommendation on the application of the no-special fee system to ship-generated wastes and marine litter caught in fishing nets in the Baltic Sea area ([Recommendation 28E-10](#)). Such a fee includes in the port fee the cost of delivering waste, irrespective of the quantities discharged. For instance, in the Port of Gdansk, a fee is applied to boats depending on their type of between USD 0.18-0.82 (EUR 0.14-0.64) per gross tonnage (GT) (Port of Gdansk Authority SA, 2012).

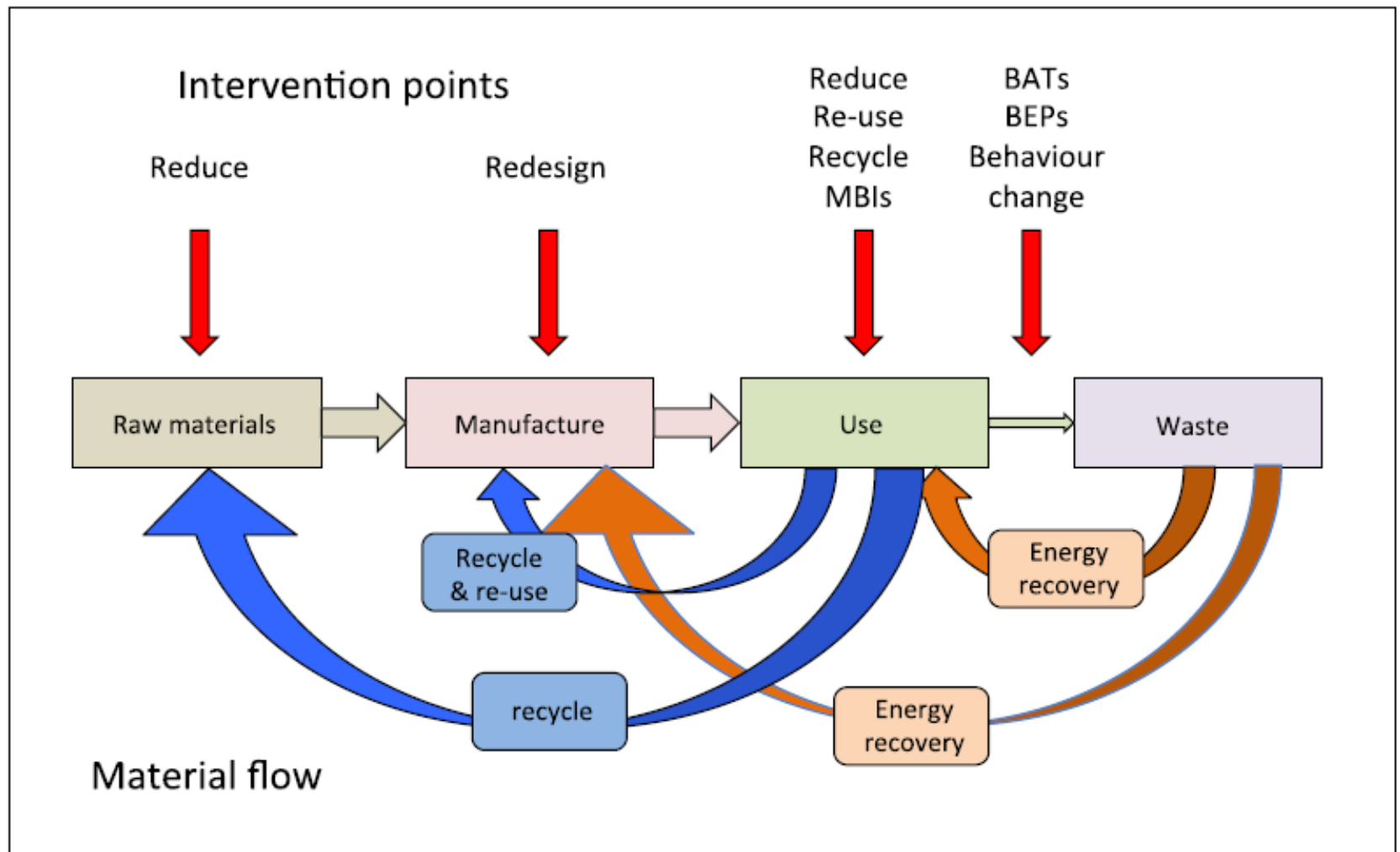


Figure 8.2 Conceptual model of a circular economy for plastic production and use, showing intervention points and the flow of materials and energy in a closed loop. For energy recovery to be considered acceptable it must be conducted in an environmentally sensitive manner, especially regarding human health.

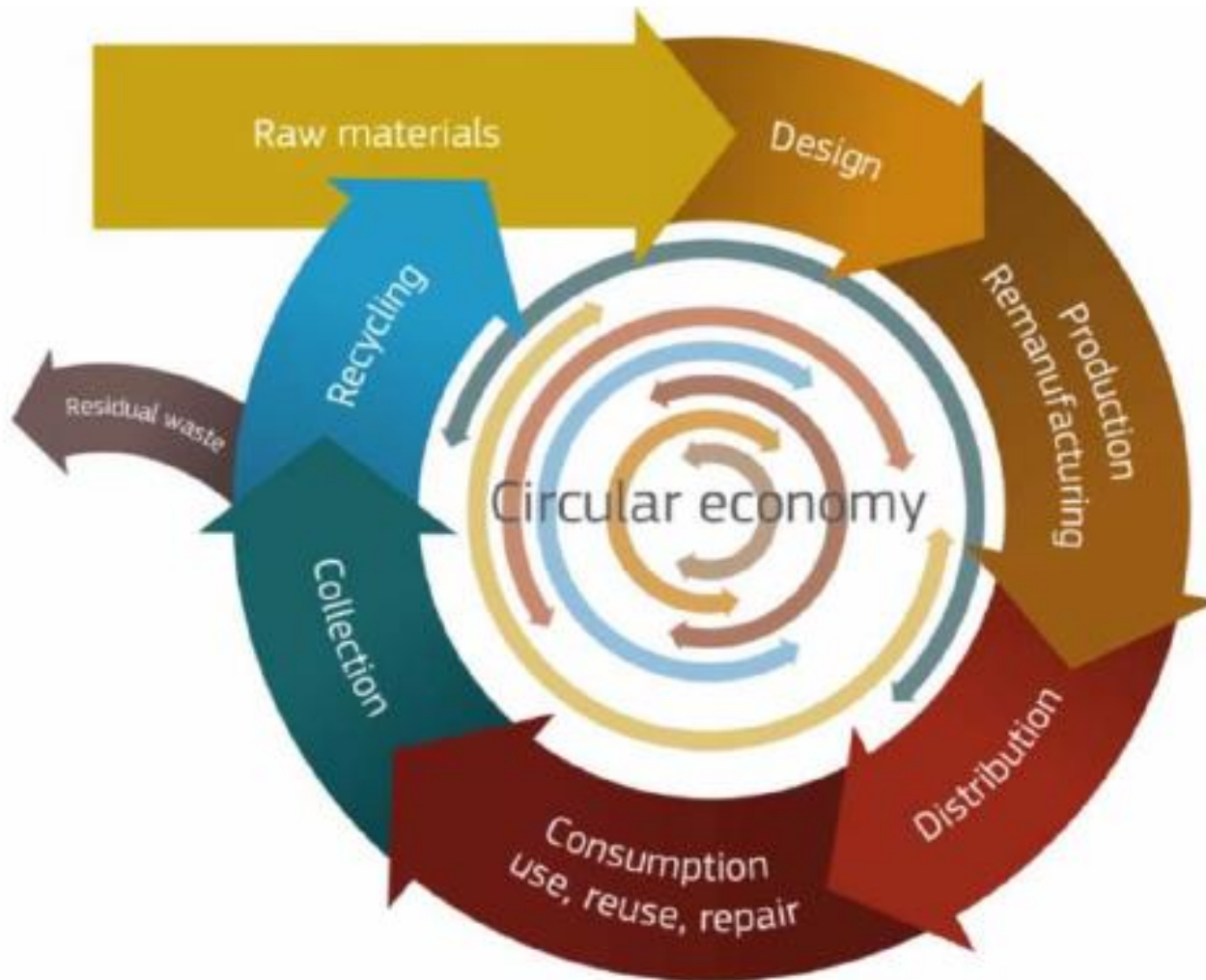


Figure 8.1 Conceptual representation of the circular economy (EC 2014)

Ringmajandus

Keskkonnaministeeriumi poolt on selle kohta avaldatud järgmised seisukohad:

- Eesti toetab EL tasandil sätestatud plasti strateegia rakendamise meetmeid, kuna ühtsed eesmärgid ja kriteeriumid muudavad lihtsamaks plastiga seotud ringmajanduspõhise turu väljaarenemise ja edendavad sellega seotud majanduslikke algatusi. Samas peab ministeerium oluliseks eelnevat põhjalikku mõjude analüüsi ning põhjendamatu halduskoormuse vältimist.
- Eesti toetab eesmärki, et aastaks 2030 on kõik ELi turule lastavad plastpakendid korduvkasutatavad või kulutõhusal viisil ringlusse võetavad.
- Eesti peab oluliseks järjest enam soodustada elutsükli põhise ja ökodisainile tuginevat lähenemist plasti väärtusahelale.
- Eesti toetab ringmajanduse ühtse EL ülese seire raamistiku sätestamist ja selleks pakutud kümne näitaja kasutuselevõttu, samuti nende edasist arendust ringmajandusele ülemineku võimalikult praktiliselt ja poliitikakujundusele kasulikult kajastamiseks.
- Eesti toetab kemikaale, tooteid ja jäätmeid reguleerivate poliitikameetmete vahelise sidususe suurendamist ning nendes kajastuvate nõuete ühtlustamist regulatsioonide vahel.



← →  http://wedocs.unep.org/handle/20.500.11822/7720

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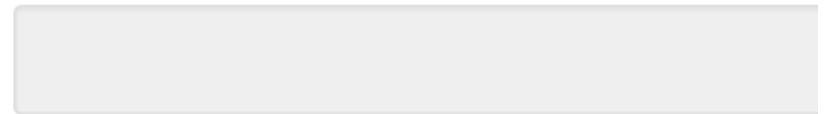
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MARINE PLASTIC DEBRIS AND MICROPLASTICS

Plastic litter in the ocean can be considered a 'cor
plastics debris and microplastics, and describes
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REPORTS AND BOOKS



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Aitäh!

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