

# The Development of an Arctic Fishing Gear Management Plan

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PAME workshop, 28.01.2026, Reykjavik

A white circular logo with the word "SALT" written in a bold, sans-serif font, centered within the circle.

SALT



Foto: Erling Svensen

Vision

# Sustainable coastal development



## Marine litter

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## Marine management

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## Coastal development

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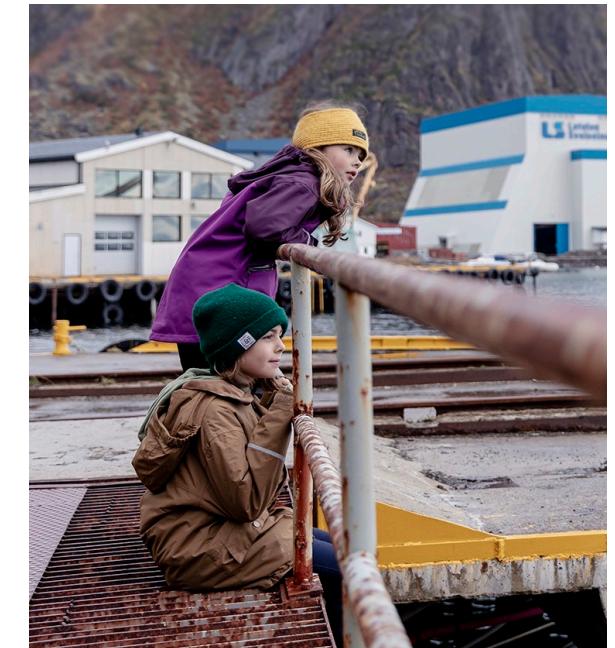




Photo: Waldermar Bartz - Unsplash

## Project scope and aim

Implementation activity under PAME's Regional Action Plan on Marine Litter

Create understanding of sources and causes of ALDFG generated on deck in the Arctic and Near-Arctic

Develop building blocks for a Fishing Gear Management Plan (FGMP) for trawling vessels in the Arctic

Shape policy recommendations in alignment with other international processes (IMO, OSPAR)

Notes from session 3, 5 and 6 of this event



Photo: Red Charlie, Unsplash

## Today's ambition

Create shared understand about FGMP

Feedback on the role of and use of a FGMP

Provide direction to the assignment

## Background

MEPC 80/8: Submitted by Norway under PPR to IMO as basis for developments

IMO Action Plan on Marine Litter adopted at MEPC 83 (April 2025) contains aim formulation:

*“Consider development of requirements for a ship-specific management plan for the gear and equipment deployed in fishing activities, including the logging of fishing gear on board a fishing vessel (short-term action).”*

Synergy with OSPAR's 2nd Marine Litter Regional Action Plan (2021) – action:

*“Promote practical solutions for reducing the impact of certain specific fishing related items, such as net cuttings and dolly rope.”*

MARINE ENVIRONMENT PROTECTION  
COMMITTEE  
80th session  
Agenda item 8

MEPC 80/8  
31 March 2023  
Original: ENGLISH  
Pre-session public release:

### FOLLOW-UP WORK EMANATING FROM THE ACTION PLAN TO ADDRESS MARINE PLASTIC LITTER FROM SHIPS

Measures to reduce the loss of fishing gear and parts thereof

Submitted by Norway

#### SUMMARY

*Executive summary:* This document provides information on reasons for loss of fishing gear and proposes additional active measures to reduce such losses and facilitate discussions on developing new guidance for management of fishing gear on board fishing vessels.

*Strategic direction, 4  
if applicable:*

*Output:* 4.3

*Action to be taken:* Paragraph 36

*Related documents:* MEPC 75/8/5; MEPC 76/8; MEPC 78/17; MEPC 79/INF.18; MEPC.295(71); MEPC.310(73); MEPC.341(77) and MEPC 80/INF.8

# What is a FGMP?

Management system

Potential as tool to prevent  
marine litter from fishing activity

Ship-specific

Not yet integrated into  
regulations



Photo: Knut Trolm Unsplash

# 10 elements of a FGMP

1. Designated person in charge
2. Fishing gear inventory
3. Procedures for regular training
4. Procedures and planner for the control of equipment exposed to loss
5. (Procedures and planner for the use of stationary fishing gear)
6. Procedures for the collection of garbage generated through routine operations (maintenance & repair)
7. Procedures for storing and disposal of garbage
8. Procedures for storage of fishing gear
9. Analysis of incidents concerning the loss of fishing gear and parts thereof and vessel's lessons learned
10. Other elements?

# Scope of ISO 5020

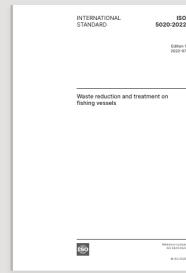
Waste plan (collection, storage, treatment or disposal)

Risk assessment

Scopes all kinds of waste

Waste from fishing operation: «*Waste from fishing operations should not end up in the sea but should be stored safely onboard until it is delivered to waste handling companies on land.*»

Waste from vessel and fishing gear maintenance:  
«*Rope fragments, net cuttings and damaged fishing gear should be placed in the relevant waste storage facilities.*»



## ISO 5020:2022

Waste reduction and treatment on fishing vessels

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Published (Edition 1, 2022)

**ANNEX 2**

**OVERVIEW OF SOURCES OF MARINE LITTER ASSOCIATED WITH FISHING OPERATIONS AND ACTIVITIES RELATED TO FISHING**

<b>Sources of marine litter from fishing activities</b>	<b>Reasons for loss</b>	<b>Possible measures</b>
Nets (including trawl net, gillnet, seine net)	1. Cuts 2. Insufficient retrieval 3. Poor routines, attitude 4. Improper stowage	1. Improved netting cuts routines – part of ship's FGMP, adequate port reception facilities for separate cuts 2. Ship-specific plan on retrieval – part of ship's FGMP, identification of retrieval equipment 3. Improved knowledge and training on routines and attitudes and impact of neglection – part of ship's FGMP 4. Assignment of proper stowage – part of ship's FGMP
Traps and pots	1. Worn parts 2. Soak time 3. Deliberate abandonment 4. Poor routines, attitude 5. Improper stowage	1. Regular check on conditions (replace worn parts) – part of ship's FGMP, preventive replacement management, adequate port reception facilities 2. Logbook on area/type amount gear used, planner for lifting – part of ship's FGMP 3. Regularly updated inventory with description of fishing gear – part of ship's FGMP 4. Improved knowledge and training on routines, attitudes, operation and impact of neglection – part of ship's FGMP 5. Assignment of proper stowage – part of ship's FGMP
Ropes and lines	1. Cuts 2. Worn parts 3. Gear type 4. Conflicts 5. Poor routines, attitude 6. Improper stowage	1. Improved cuts routines – part of ship's FGMP, adequate port reception facilities for separated ropes and lines 2. Regular check on conditions (replace worn parts), preventive replacement management, adequate port reception facilities, logbook with planner for replacement – part of ship's FGMP 3. Regulation addressing the allowed gear type, encouragement to biodegradable materials – part of ship's FGMP 4. Improved fisheries management and regulations 5. Improved knowledge and training on routines, attitudes and operations and impact of neglection – part of ship's FGMP 6. Assignment of proper stowage – part of ship's FGMP



## Preliminary interviews: **Fiskebåt & Nergård**

Testing out relevance of survey questions

Initial feedback on:

FGMP adaptations

FGMP policy integration

## **Input from Fiskebåt (Tor-Are Vaskinn)**

Verbal interview with fleet representatives  
likely best method

Additional documentation problematic

Low potential to prevent ALDFG

Success of a FGMP most dependent on the  
attitude of crew

Include training in ISM protocols

Procedures on storage should include bycatch  
waste

Analysis of incidents can be hard to register in  
practice

Photo: Jonas Jacobsen, Unsplash



## Input from Fiskebåt

Direct adoption from MARPOL hard to transfer to practice – transfer medium needed.

If enforced – guidance and potential warnings to start with. Identified pollution action to be fined.

Tie inspections to regular ISM inspections.

Dialogue with the fleet/industry necessary before implementation.

Photo: Jonas Jacobsen, Unsplash



## Input from Fiskebåt

Control during interview with the fleet if:

- If gear inventories exist and what they contain
- Expected life-time of gear – how is it controlled and documented today?
- How is responsibility for waste management assigned onboard today?
- Investigate on how gear parts are stored

Photo: Jonas Jacobsen, Unsplash





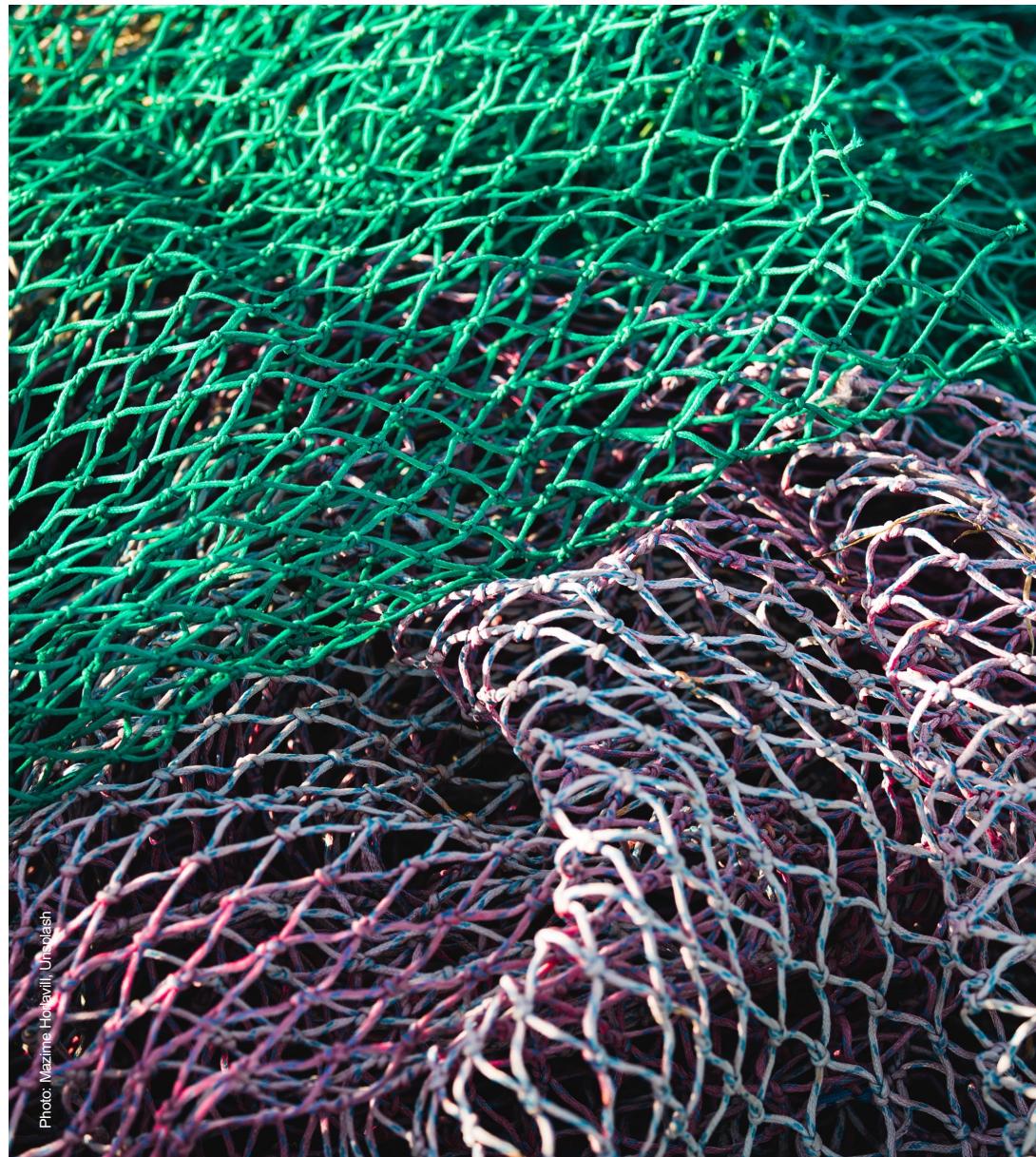
## Input from skipper Torgeir Mannvik

- Carries GMP due to ship size, not covering fishing gear
- Inspected as part of ISM routines by Norw. Maritime Authority every other year. Interviews crew and checks documentation. Could include focus on FGMP?
- No specific gear inventory, but rather an overview of gear and inventory of spare parts
- Gear usage not documented. Changed when necessary. Maintenance/mending only upon damage
- Not assigned responsibility for waste mangamenet in specific, but general operations on deck (trawl base)



## Input from skipper Torgeir Mannvik

- General shift in attitude of crew – nothing thrown deliberately overboard
- Big waves can wash cutoffs overboard if not put in bags
- 5 cm cut-end might be lost overboard. But there is very little of that. Larger pieces are carried aside and put in bags.
- The crew does not regard smaller cutoffs (<5 cm) as marine litter.
- Fishing gear waste put in bags, incinerated or stored onboard



## Guiding questions for roundtable discussions

1. Does a FGMP show potential in actually preventing ALDFG? Why, why not?
2. How could requirements of a FGMP be implemented in the Arctic states?
3. How could a FGMP be adapted to the specific conditions of trawling vessels?
4. What should SALT investigate further to evaluate the potential in FGMP? Suggestions on key resources to interview?



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