Australia's National
Science Agency

Global Plastic Leakage Baseline Data Summary Report, Mahé, Seychelles

Report for fieldwork conducted August 2019

CSIRO Marine Debris Team* in collaboration from the West Indian Ocean Marine Science Association (WIOMSA) and associated participants, with support from United Nations Environment (UNE).

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Foreword

Plastic volume in the ocean is increasing rapidly, affecting wildlife, economies and potentially human health. Recent model projections suggest that somewhere between four and twelve million tons of plastic flow into the world's oceans each year, with much of this waste coming from urban centres (Jambeck et al. 2015). However, to date there has been very little data collected to empirically document the existence and extent of these plumes and to validate the model estimates.

Through this collaborative field-based project, CSIRO is developing the first global, empirical baseline estimate of mismanaged waste entering the coastal and marine environments near major urban centres in countries around the world. The project aims to identify links between land-based waste management and pollution entering the marine environment. The data collected are helping to clarify the magnitude of this pollution to the public, to industry and to policy makers. Learnings from the project can serve as a basis for decision making, and to support social pressure for investment in infrastructure and regulation for improved waste management. We hope the results can also be applied to engage with industry, the retail sector, government and consumers alike regarding best-practices. We also aim to improve waste management and increase the value of plastic to reduce poverty and create alternative livelihoods that are socially, culturally, economically, and environmentally appropriate and sustainable.

We are carrying out this research in countries all over the world, and thus far have surveyed major metropolitan centres in numerous countries in the Asia Pacific region, as well as South America and Africa. In the Seychelles, CSIRO and the United Nations Environment joined together to help achieve this goal, with the support of numerous volunteers.

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Acknowledgments

This work has been supported by United Nations Environment (UNE) with support from the West Indian Ocean Marine Science Association (WIOMSA) and CSIRO Oceans and Atmosphere, with funding support from United Nations Environment (UNE), as well as Oak Family Foundation, Schmidt Marine Technologies and the PM Angell Family Foundation. We thank the numerous participants for their efforts in the training sessions and field work. We also thank the citizens, government employees and interested members of the public who are committed to reducing litter, marine debris, and illegal dumping in the environment.

In particular, we thank the many participants on the ground in Seychelles: Ryley Barbe, Patrick Dubois, Marvis Estico, Amina Furneau, Francisca Hollanda, Ronny Joseph, Allison Lucas, Marie-Antionette Micock, Farida Moncherry, Marcus Moumou, Jude Moustache, Julio Moustache, Dainise Quatre and Nigel Simeon. The team not only collected data in the field (with good humour and cheer), but they provided insights and local knowledge that is critical to help solve the issue of plastic pollution in the Seychelles and beyond.

1 Introduction

Increasingly considered a tragedy of the commons of the 21st century (Vince and Hardesty 2016), plastic pollution is a wicked problem (Landon-Lane 2018; McIntyre 2020). Trash knows no geopolitical borders, moving with people, rivers, through the landscape and ultimately, if not managed properly, it can be lost into the global ocean. We know that mismanaged waste results in negative social, economic and ecological outcomes. There is substantial value in collecting data to help improve our understanding of the sources and drivers of why, when, where, and how waste is lost to the environment. Furthermore, knowing how waste moves through the environment, the impact our waste has on people, communities, wildlife and economies, and how we can implement policies to result in better outcomes can arm us with the knowledge to make better decisions. Collected properly and consistently, data affords us a metric, a tangible means of measuring change through time and space. This is fundamentally important to understand how effective new actions, activities and legislative measures are in terms of reducing waste entering the environment.

In late 2016, CSIRO was successful in securing funds to embark on a world first project which aims to quantify how much waste is leaking to the environment, where it is entering the environment, and to identify interventions that may be successful in stemming the flow of plastic pollution from land to the sea. The primary objective of the project is to use field sampling and mathematical modelling to document the distribution of plastic in the ocean, on the coast and in the nearshore environment generated by major urban centres and surrounding areas that have been identified as having significant waste mis-management losses into the coastal/marine environment. We initially targeted 6-8 major metropolitan areas in different countries around the world, with a focus in South East Asia. We were focusing on this part of the world because it has been identified as a region of high waste losses to the environment (Jambeck et al. 2015). Furthermore, recent work has suggested that many of the world's major polluting rivers are located in Asia (Lebreton et al. 2017). Rivers are increasingly recognized as critical conduits to plastic waste entering the oceans (Wagner et al. 2019), further highlighting the need for research such as this where empirical data is used to ground-truth predictions and inform model-based estimates of waste in the environment. However, this does not mean that we want to overlook other critical countries and regions of the world where mismanaged waste is also a significant issue. In fact, with the growing population numbers and change in accepting waste from overseas across countries in Asia, ensuring representation from countries across Africa and the Americas is critical.

Understanding the transport of plastics from land into coastal and marine systems is critical for modelling the distribution and trends of plastic in the ocean, estimating its impact on regional economies near sources, and clarifying the magnitude of this pollution to the public, to industry, and to policy-makers. With a robust, comparable baseline of information, we not only are poised to evaluate policy effectiveness and change through on-ground activities at local, national and international scales, but we are starting to see these changes happen.

A further objective of the global plastics leakage project is to increase the capacity and skillset for on-ground partners in multiple countries, helping to build the breadth and depth of skills to monitor coastal and ocean health beyond the life of this project. The more people are armed with knowledge and skills across jurisdictions, the better equipped individuals, communities and governments will be to make the decisions needed to ensure the best outcomes possible to ensure growth, health, wealth and well-being and ensure sustainability and a reduction in waste leaking to the environment.

We hope that the results from this work will serve as an international baseline against which progress can be gauged through time and space. Ideally, governments from all levels, from local or municipal to state and national will be able to use the information from this work to inform or underpin policies and decisions that will ultimately lead to a reduction in waste entering the environment. We also hope that the results can provide opportunities to engage with industry regarding best-practices and product identification for major brands which are frequently lost into the environment.

1.1 A Partnership in Action

In August 2019, CSIRO staff and staff of United Nations Environment (UNE) with support from the West Indian Ocean Marine Science Association (WIOMSA), the Ministry of Environment, Energy and Climate Environment Department, the Department of Tourism of Seychelles, civil society and higher academic institutions joined together to quantify the amount of debris coming from land in the metropolitan and surrounding regional areas of Mahé, Seychelles, and arriving at the coast. The island of Mahé was selected in consultation with UNE, WIOMSA and Seychelles government because it is the most populous island within the archipelago, represented an urban region of significance within the country. Furthermore, the island was identified as an area that could be sampled within a reasonable time frame (~ 2 weeks) with a team that could be assembled. Additionally, the island has water flows (via creeks, streams and rivers) which could transport debris to the sea, and hence was deemed appropriate in the context of the overall global project. Our ultimate goal was to develop a baseline measurement of debris along an approximately 111 km stretch of coastline and the surrounding riverine and inland areas of Mahé. To this aim, we conducted field surveys that included coastal, inland, and river-side surveys following a statistically robust and user-friendly sampling methodology. With a few days of training, the crew was ready to tackle the challenge of sampling.

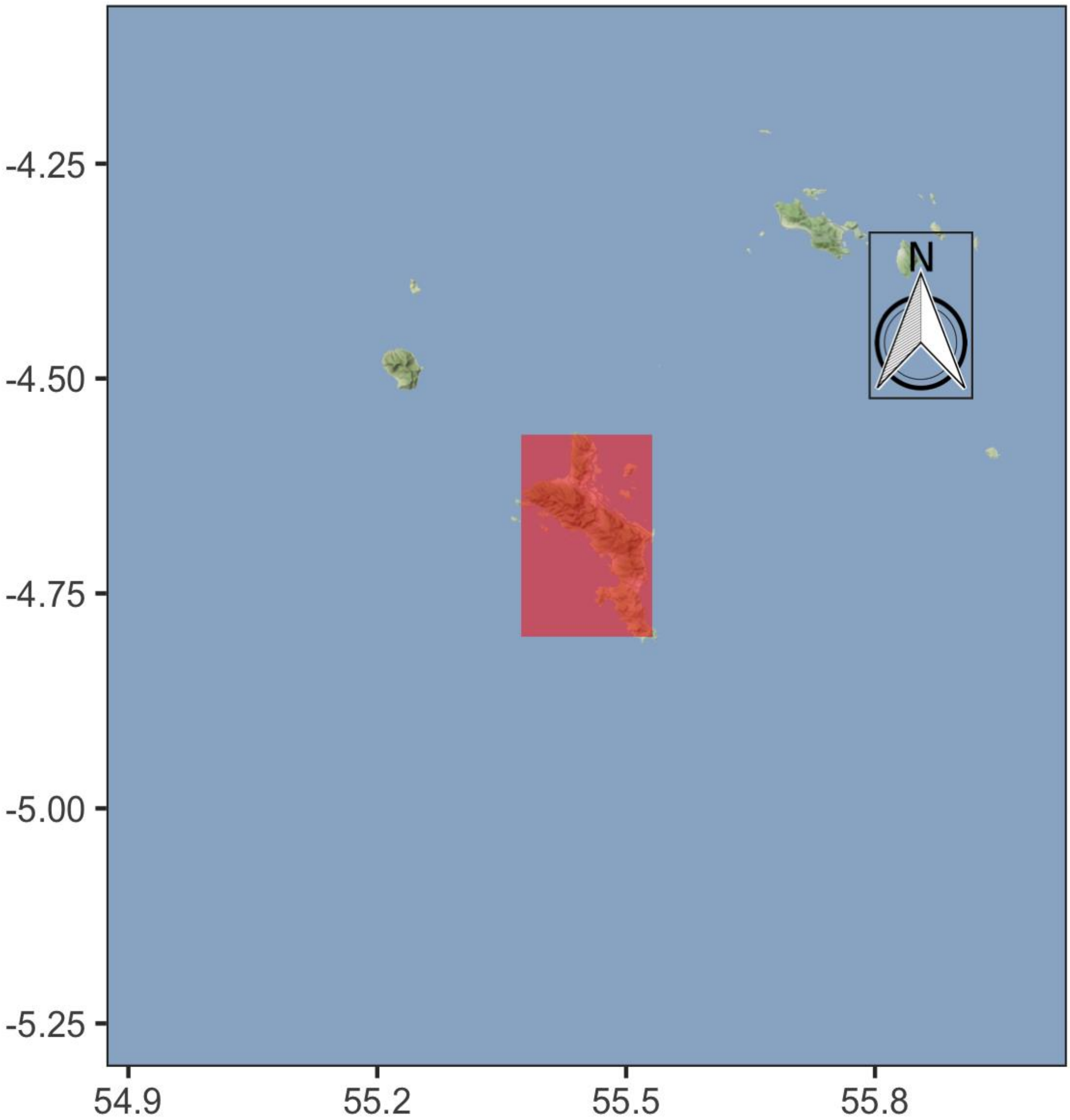

Figure 1. Location of study area.

1.2 Site Selection and Study Area

Our target area included the metropolitan and regional areas on the island of Mahé, Seychelles. Mahé is approximately 26 km long and 17 km wide. We selected coastal, inland and river sites spread (approximately) throughout the island.

Survey locations were provided by CSIRO to partners in Seychelles, so they could be assessed for suitability and any alterations needed could be made prior to arrival to conduct fieldwork. We worked closely with the Environment department to coordinate all aspects of fieldwork and participant engagement. Sites were selected based on a suite of criteria and were intended to sample across the range of a variety of covariates, including population density, land use type, road and transportation networks. We aimed to strike a balance between sites that were representative across the island we were surveying and ensuring travel times between sites were not so long as to make field work impractical. While all of the sites were selected in advance, occasionally chosen site locations could not be accessed in the field. This could be due to a range of reasons, including that the points fell on private land or were unsafe to access. In these instances, surveyors chose the nearest location that was accessible to and in a similar environment as the originally designated site.

During the first few days, participants and trainers worked together to ensure all participants received consistent, intensive training on how to collect, record, report, and make decisions regarding debris items, site selection characteristics, and other key factors required for consistency in data collection for the different survey methods (coastal, inland, and river). Following the training period, we divided into a number of teams to carry out fieldwork safely and securely over the chosen study region. The group successfully completed surveys at a total of 81 sites (Figure 2).

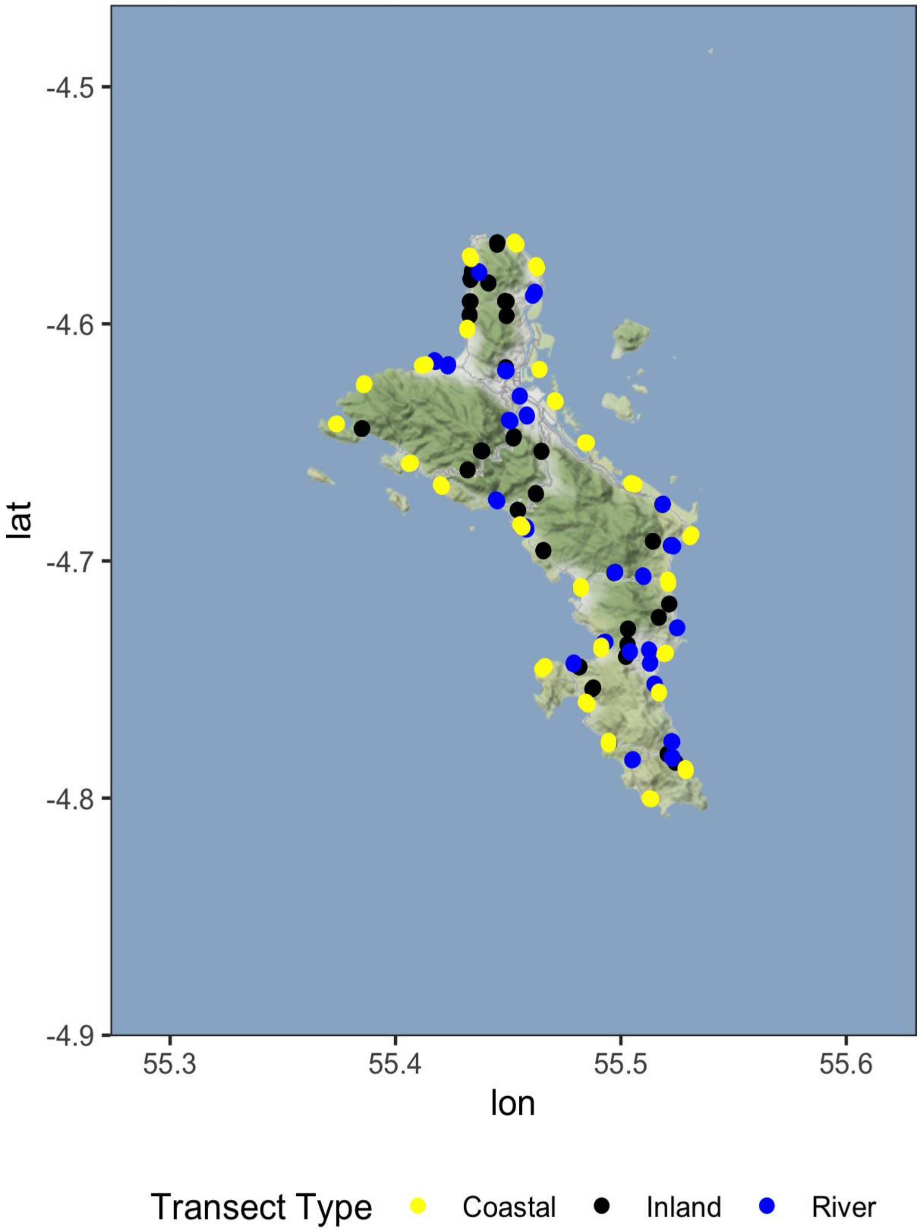

Figure 2. Location of completed surveys in the selected region of the Seychelles. The yellow points are coastal sites, the black points are inland sites, the blue points are river sites.

1.2.1 Coastal sites

Coastal sites are defined as those sites that occur directly up to the ocean's edge. They could encompass any of a number of substrates and were not limited to sandy beaches. Coastal sites were selected around the entire coast of Mahé, at approximately 3 km intervals We selected this interval because this provided us with an adequate or appropriate number of sites to be representative of the coastline as a whole and was enough samples to provide the statistical robustness required for analyses.

1.2.2 Inland sites

To select inland survey sites, we placed a 2 km grid over the island and selected the centre of each 2 km x 2 km cell. Typically, we use globally available Geographic Information System (GIS) spatial layers to quantify several factors that have been shown in our previous work to be associated with the amount of debris or litter observed (covariates). Covariates generally include the local population density, land use type, distance to the nearest road, distance to the coast, distance to the nearest river and distance to the nearest railway station. We also use proxies for socio-economic status, including night lights within 1 km radius of the site. Additionally, where possible, we include a measurement of the total monetary value of the built environment (both rural and urban), calculated by the United Nations as part of a global exposure dataset aimed at on disaster risk management (GAR15) (UNDDR, 2015). We carried out a stratified random sampling design to select sites that covered, as much as possible, the full spectrum of these important covariates. Given the size of the island, the lack of global GIS information, and the staffing available, we were able to ensure full coverage of the entire island, across the various land use types to give a comprehensive picture of the island based on our sampling.

1.2.3 River sites

We were interested in surveying only those waterways that drained to the sea. In the case of Mahé, river systems were too small to show up in the global rivers dataset, therefore river sites were not proposed to country partners in advance of CSIRO's arrival. The CSIRO team sought information from locals, working through UNEP as the intermediary, however such imagery was unavailable. Instead, for Mahé, rivers were surveyed opportunistically upon encountering appropriate sites in the field. The team aimed to survey as many representative river survey sites that were safely accessible and encompassed as much of the island's network of rivers draining to the sea as possible.

2 Methods

The initial few days the team was together were spent explaining the goals of the project and training participants in the survey methods. All participants learned to search for and identify debris based on known categories, to record data (Figure 3), and to lay out transects for river, inland and coastal surveys. Furthermore, participants were provided an electronic copy of CSIRO's survey methods handbook for reference, and a hard copy of the handbook was available for each vehicle transporting participants.

Debris was measured at each land-based site type (river, coastal and inland) using a consistent survey method. Once a site was chosen, a Site Information Sheet was completed before any surveys took place. This sheet collected information about the site's aspect, accessibility, apparent cleanliness, and number of people present, as well as weather conditions, time of day, and details of the survey recorder.

At each site, a minimum of three and a maximum of six transects were carried out. For river and coastal surveys, transect lengths varied depending on site characteristics such as the width of the shoreline (distance from the waterline to the backshore vegetation) and riverbank height. There was no fixed length for these two survey types, the length of the transect was dependent upon the local environment, and each transect was 2 m wide. For inland surveys, survey dimensions were fixed at either 12.5 m long x 2 m wide, or 25 m long x 1 m wide.

Transects were laid out with a metre tape. For coastal and river transects, the transect always began at the water's edge and ran perpendicular until reaching two meters into the backshore vegetation. For inland transects, the starting point was that which was closest to the GPS location identifying the site. Each transect was also divided into ten equal distance intervals that encompassed the full length of the transect. For example, an 18 m long transect would have ten 1.8 m intervals or segments. Typically, two people walked the transect (each surveying a 1m wide swath) while a third person recorded the debris category for every item found, and whether it was a whole item or a fragment. This information allows us to understand whether the items are likely to have been recently littered or are slightly older and more degraded. Observers were each provided with a string that was one meter long to ensure only items within the survey width were recorded. This prevents errors that can occur if observers include items that may fall just outside the one meter wide transect zone.

Each item observed was recorded in a debris category (See Appendix A). The size class was also recorded for the first item found in each distance interval (and if no item occurs in that distance interval a 0 or dash (-) was recorded). The purpose of recording this size information is to gain an indication of the sizes of items across the each transect. We are striking the balance between time required and important information to collect. We acknowledge it would be too time consuming and labour intensive to record the size of every single item (particularly since we can sometimes report hundreds or even thousands of items on an individual transect).

For an in-depth description of the methodology used for each of the survey types please refer to the CSIRO handbook (Schuyler et al. 2018).

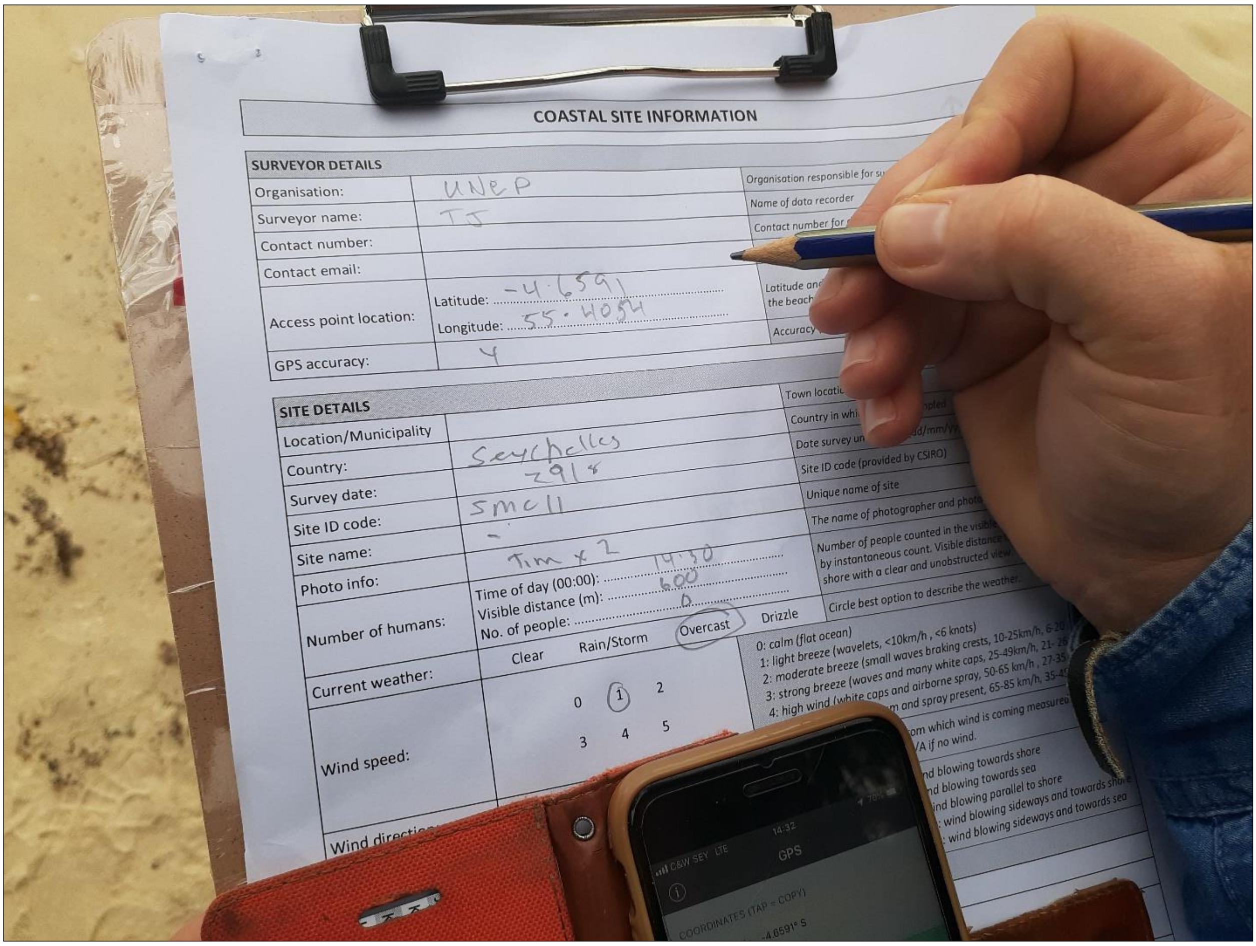

Figure 3. Site Information sheet used to collect data for every survey location.

2.1 Analysis

To design effective interventions and prevent mismanaged waste from entering the sea, it is important to understand what is driving the distribution of debris. Based on previous work, we investigated several different factors that could influence debris distribution. At each survey site, we collected information on the local conditions, including the number of visible humans, the slope of the land, the height of the vegetation, the percent of the transect that was bare ground, and the substrate colour (see Schuyler et al. 2018 for example data sheets).

We also integrated information from globally available GIS layers, including the local population density, land use type, distance to the nearest road, distance to the coast, distance to the nearest river and distance to the nearest railway station. We used proxies for socio-economic status, including night lights within 1 km radius of the site. Additionally, we included a measurement of the total monetary value of the built environment (both rural and urban), calculated by the United Nations as part of a global exposure dataset aimed at disaster risk management (UNDDR, 2015). We put these covariates into a statistical model, designed to determine which factors are most strongly correlated with debris amounts in the survey sites. We used the R program mgcv and MuMin packages (Wood, 2011; R Core Team, 2018; Bartoń, 2018) to find the model with the lowest AIC value, which explains the most amount of the variability in the data. More than one model was within two AIC points of the best model, which means they are essentially equivalent models. In order to incorporate information from all relevant models, we used model averaging to get the best-fit model.

For coastal analyses, we used an offset of lineal metres for the model, to reflect that the measure of interest was the amount of debris along the lineal coast, while for inland analyses, we used the offset of the area of each transect. We examined residuals of the models to look for indications of non-linear patterns in explanatory variables. We ran comparative models using some variables as categorical, or continuous smoothed variables to identify better fit. To be able to directly compare the covariates and determine which best predicts the observed debris amounts, we calculated the effect size. Terms with a positive effect size have a positive correlation with the amount of debris, while terms with a negative effect size are negatively correlated with the amount of debris. In other words, the higher the value of the covariate, the lower the amount of debris. The higher the absolute value of the effect size, whether positive or negative, the more that particular covariate explains the variability in the debris found (see Figure 9 and Figure 11).

3 Results and Discussion

A total of 4,314 debris items were detected and recorded across the 81 sites surveyed.

The ten most abundant fragment debris items found in the surveys are shown in Figure 4. The most common fragment item was unknown/other glass with 38.0% of all fragment items found, followed by unknown/other soft plastic at 8.9%.

The ten most abundant whole debris items found in the surveys are shown in Figure 5. The most common whole item was lid/cap, with 30.1% of all whole items found, followed by cigarette/butt at 12.1%.

In terms of debris density, river surveys had the highest debris density with 1.17 items found per m^2 (Figure 6). Overall, river debris density was 1.7 times that observed at coastal sites and was approximately equal to that observed at inland sites.

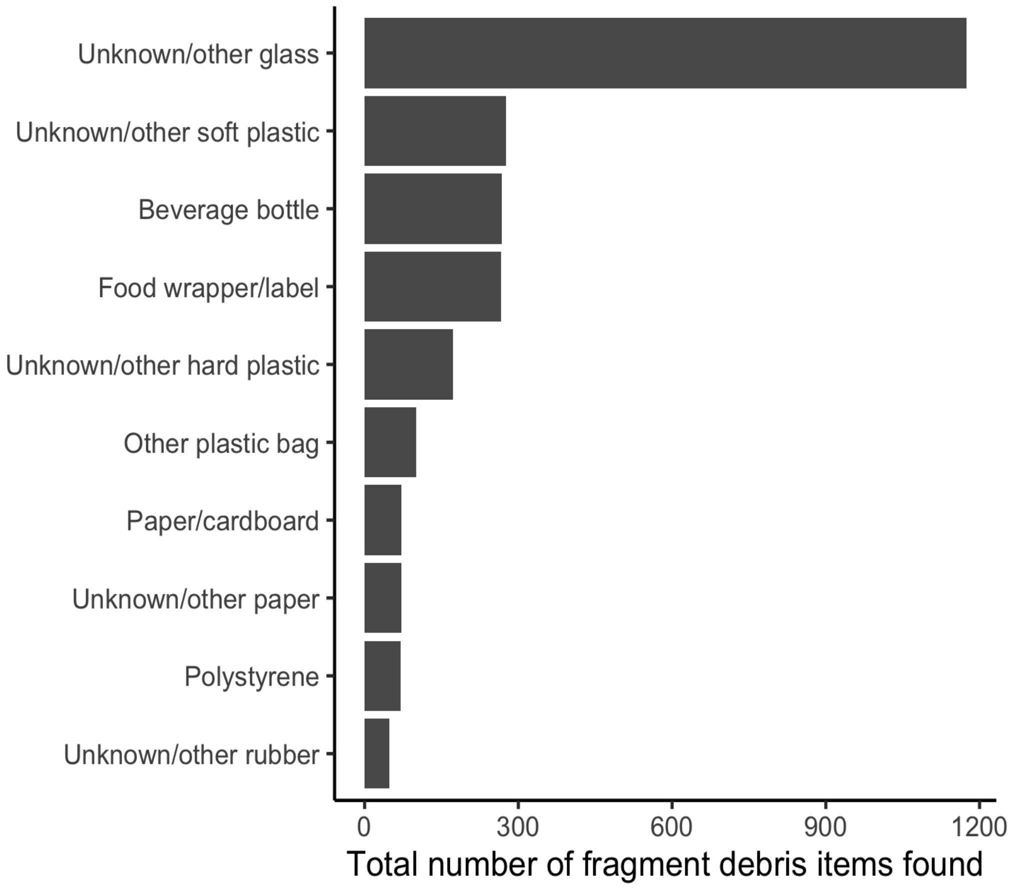

Figure 4. The ten most abundant debris items (fragments) found across the coastal, inland, and river surveys combined.

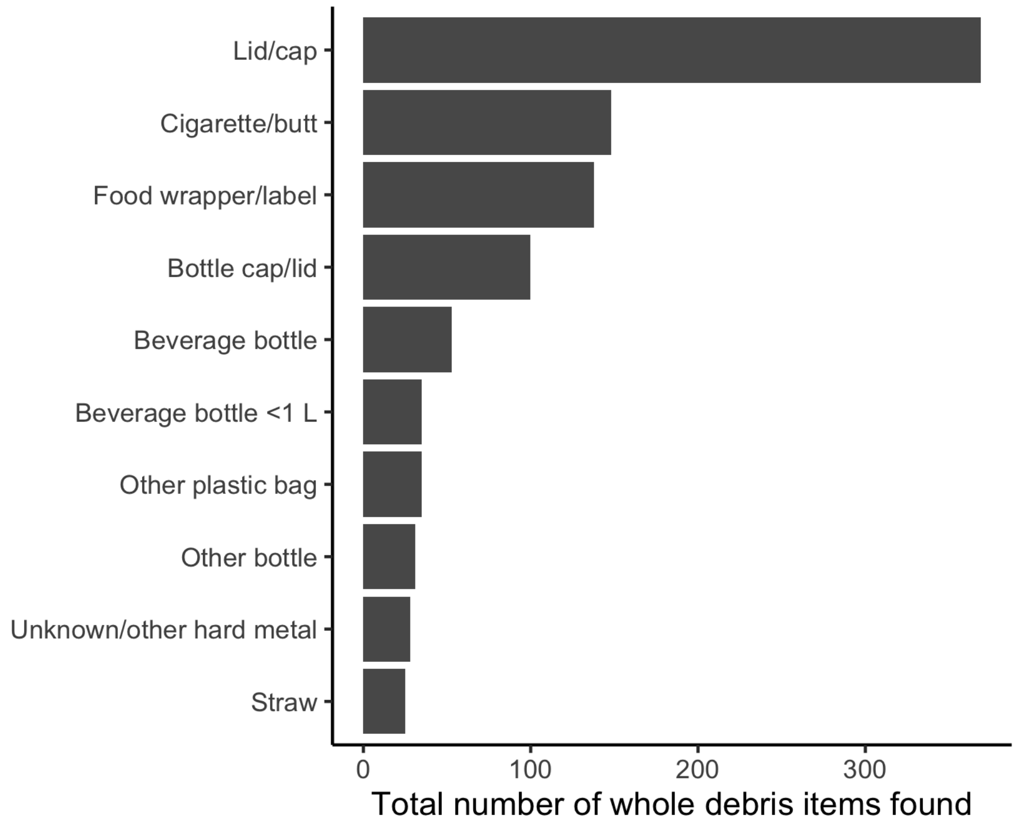

Figure 5. The ten most abundant debris items (whole) found across the coastal, inland, and river surveys combined.

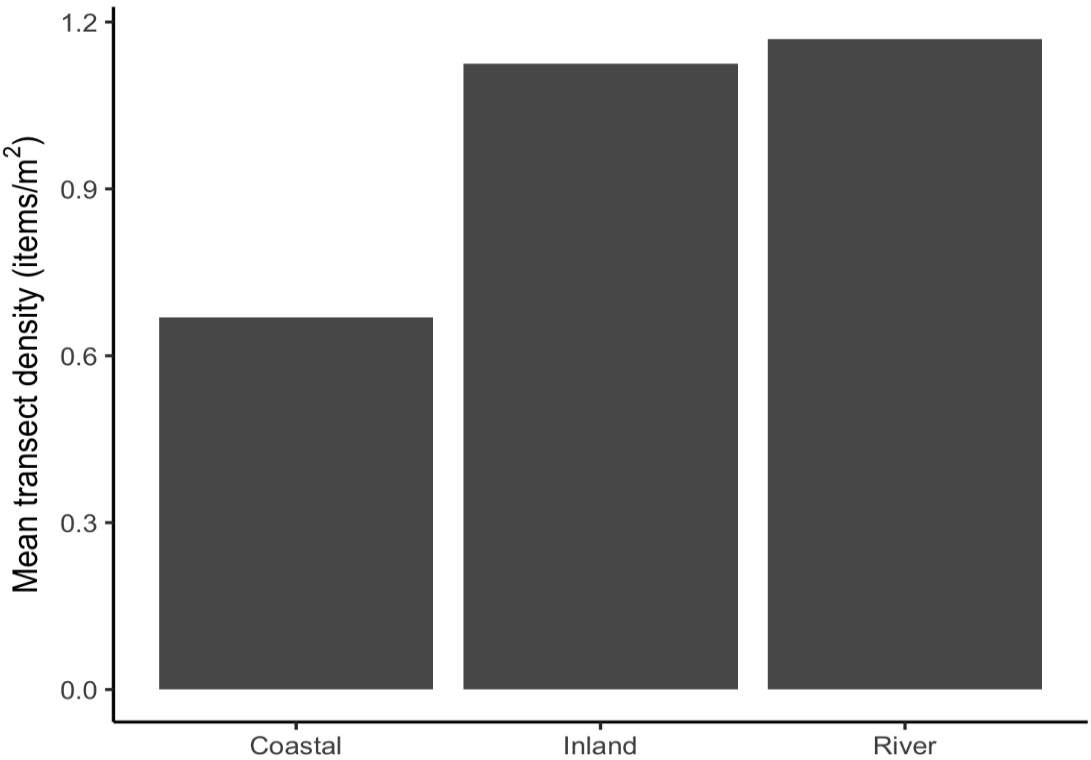

Figure 6. The mean transect density of debris found in the coastal, inland and river surveys.

3.1 Coastal Surveys

A total of 75 transects were completed at 25 coastal sites (

Figure 7). Overall, 914 items were recorded within coastal surveys. On average, across all transects, 6.09 items of debris per lineal metre of coastline were recorded. If this estimate is representative of the entire 111 km of Seychellois coastline (downloaded from Wikipedia 21/10/2021), this would equate to an estimated total debris load of almost 676,000 items along the entire Seychellois coastline. We acknowledge that this is at best a ballpark estimate, given the variability in annual weather patterns, coastal topography, population density, and other factors, but it provides a baseline to understand the relative magnitude of the problem.

Unknown/other glass was the most common *fragment* type found with 319 pieces or 48.0% of the total fragment items recorded. Food wrapper/label was the second most recorded item with 56 items recorded and unknown/other soft plastic was the third most common, with 42 pieces recorded.

Lid/cap was the most common *whole* item found with 36 pieces or 14.5% of the total whole items recorded. Bottle cap/lid was the second most recorded item with 30 items recorded and food wrapper/label was the third most common, with 19 pieces recorded.

A size class was estimated for 209 debris items with size class 3 being the most common found (size class 3 objects are larger than 2 cm x 2 cm, but smaller than 4 cm x 4 cm). For further information refer to the size class chart in the [Marine Debris Survey Handbook] (https://research.csiro.au/marinedebris/resources/). Of all items recorded, 21% were 16 cm^2 or

smaller.

Figure 7. A coastal debris survey under way.

There was substantial variation in the number of debris items observed across the coastal surveys (in the unit of log number of items per lineal metre) (Figure 8). The highest number of items found on a coastal survey was at site SMC17 located at -4.573, 55.433 at the northern point of the island. Of the 200 items recorded at this site, 139 of them were classified as G4_F: Unknown/other glass fragments.

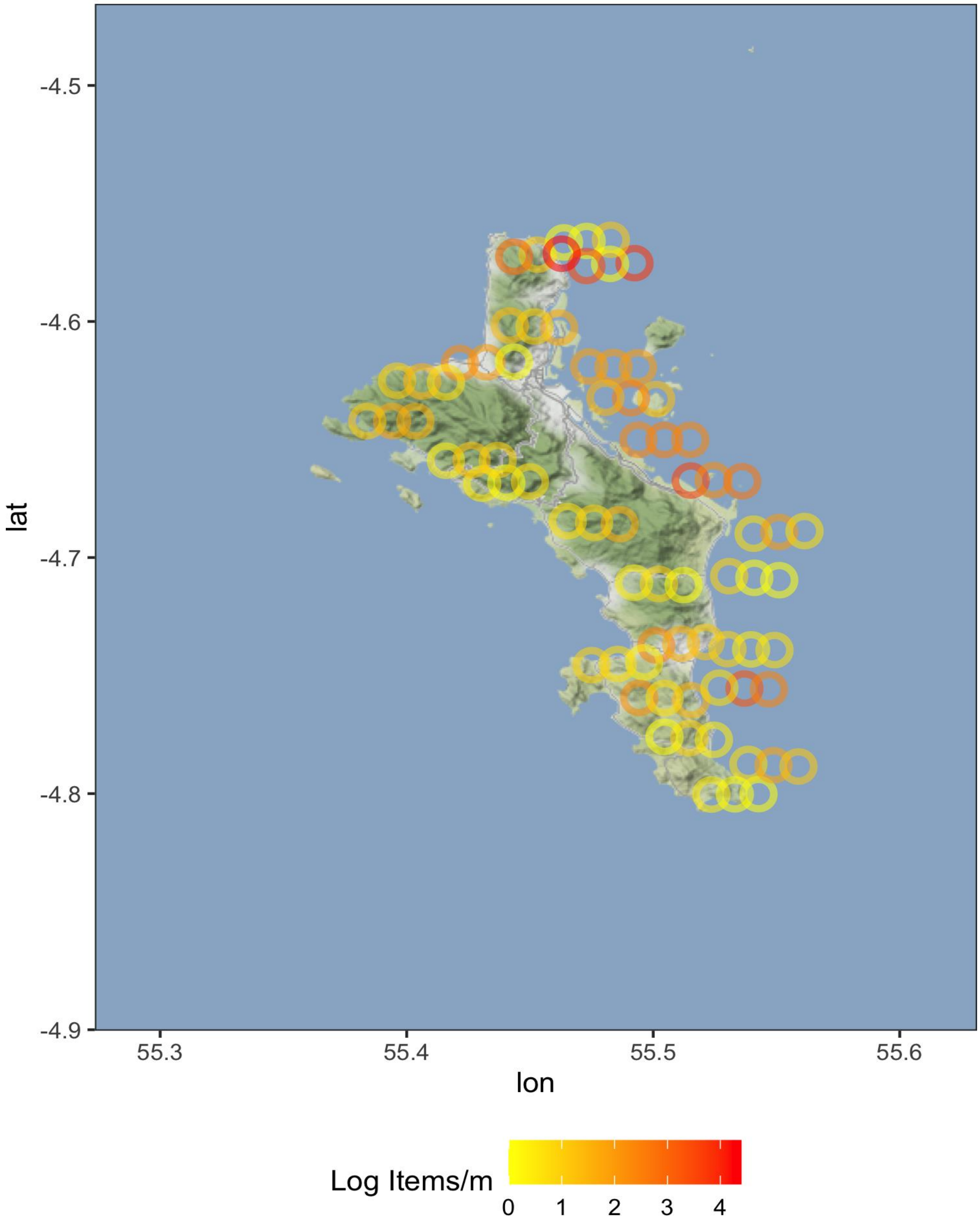

Figure 8. The log number of items per lineal metre for coastal sites on Mahé.

On Mahé, after running the GAM modelling, three coastal models were functionally equivalent, based on AIC values. These models were averaged to get the best final model. In the best final model, five terms were statistically significant. While the remaining terms were not statistically significant at P = 0.05 level, they did explain some of the variability in the model, and thus were left in the model. The terms with the highest effect size were beach gradient and wind direction. Debris load was higher when the wind was from the North, North-East or South-East, but decreased if the wind was from the South. It also increased with distance from roads, and with increasingly steep beaches. Overall debris load was lower with onshore winds compared to no wind.

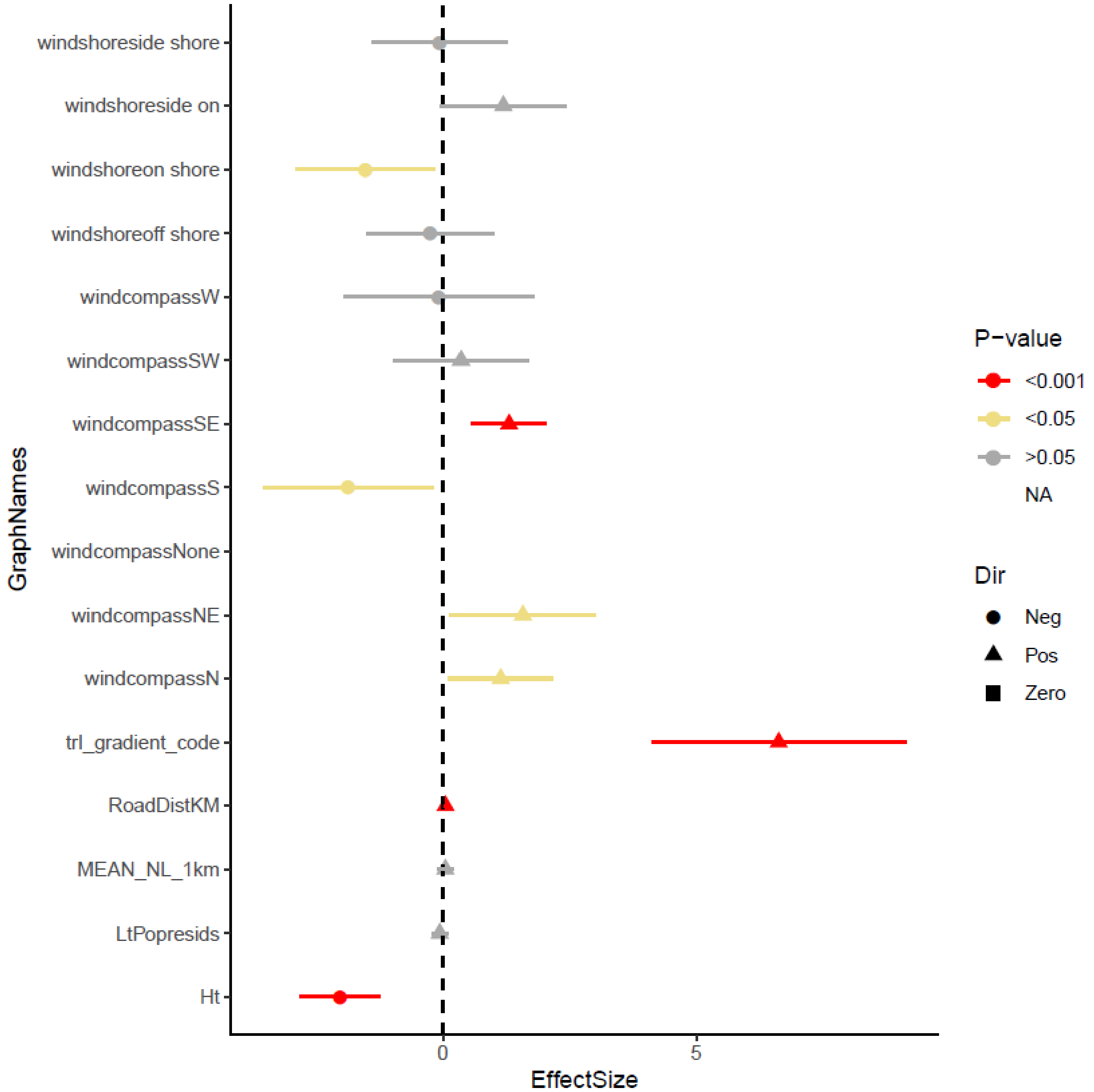

Figure 9. Model average effect size plot for coastal transects. Colour represents the p-value significance level, and the lines are the standard error for each term. Triangles denote a positive coefficient for a given factor, whereas circles denote a negative coefficient. The effect size is calculated as the median value of the factor times its coefficient. Reference variables for categorical variables were "no wind" for windshore (the direction of the wind relative to the shore) and East for Windcompass (the wind direction).

3.2 Inland Surveys

The team completed 93 transects at 31 inland sites across a range of site types including roadways, car parks, natural vegetation, and agricultural landscapes (Figure 10). A total of 2617 items were recorded on inland transects, equivalent to an average of 1.13 pieces of debris for every square metre of land surveyed.

Unknown/other glass was the most common *fragment* type found with 757 pieces or 41.1% of the total fragment items recorded. Beverage bottle was the second most recorded item with 191 items recorded and food wrapper/label was the third most common, with 166 pieces recorded.

Lid/cap was the most common *whole* item found with 317 pieces or 40.9% of the total whole items recorded. Cigarette/butt was the second most recorded item with 133 items recorded and food wrapper/label was the third most common, with 82 pieces recorded.

A size class was estimated for 499 debris items with size class 3 being the most common found (size class 3 objects are larger than 2 cm x 2 cm, but smaller than 4 cm x 4 cm). For further information refer to the size class chart in the Marine Debris Survey Handbook. Of all items recorded, 42% were 16 cm^2 or smaller.

Figure 10. Debris surveys at inland survey sites.

There was substantial heterogeneity in the number of debris items observed across the inland surveys (in the unit of log number of items per square metre) (Figure 11). The highest number of items found on an inland survey was at site SMI19 located at -4.654, 55.465 on La Misere Rd, to the north of Fairview. Of the 416 items recorded at this site, 245 of them were classified as G4_F: Unknown/other glass fragments.

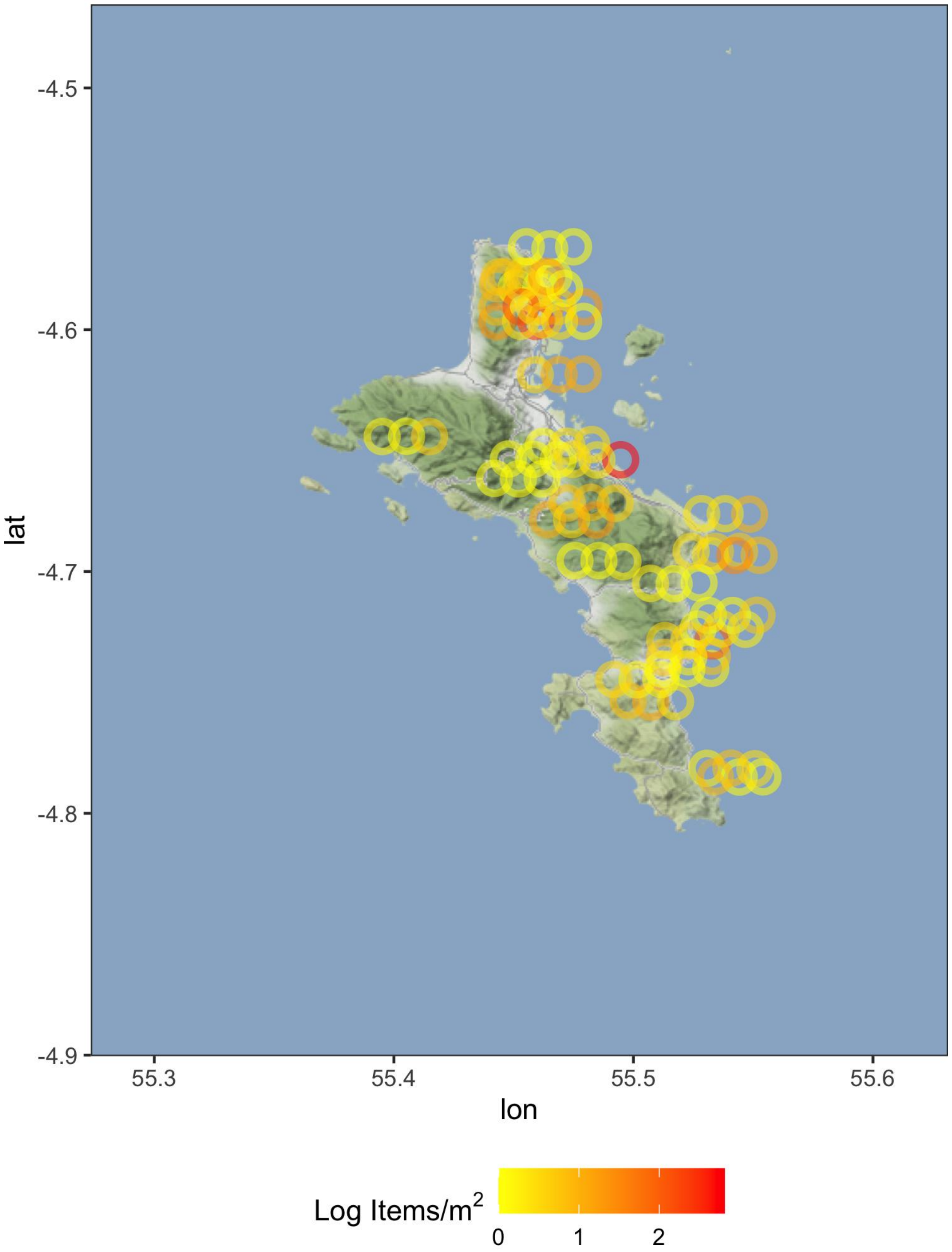

Figure 11. The log number of items per square metre for inland sites in Mahé.

For Mahé data, after running the GAM modelling, ten inland models were equally as good as one another. These models were averaged to get the best final model. In the best final model, one term was statistically significant. While the remaining terms were not statistically significant at a P = 0.05 level, they did explain some of the variability in the model, and thus were left in the model. The term with the highest effect size was landuse, with croplands having significantly lower debris levels than the reference, urban areas.

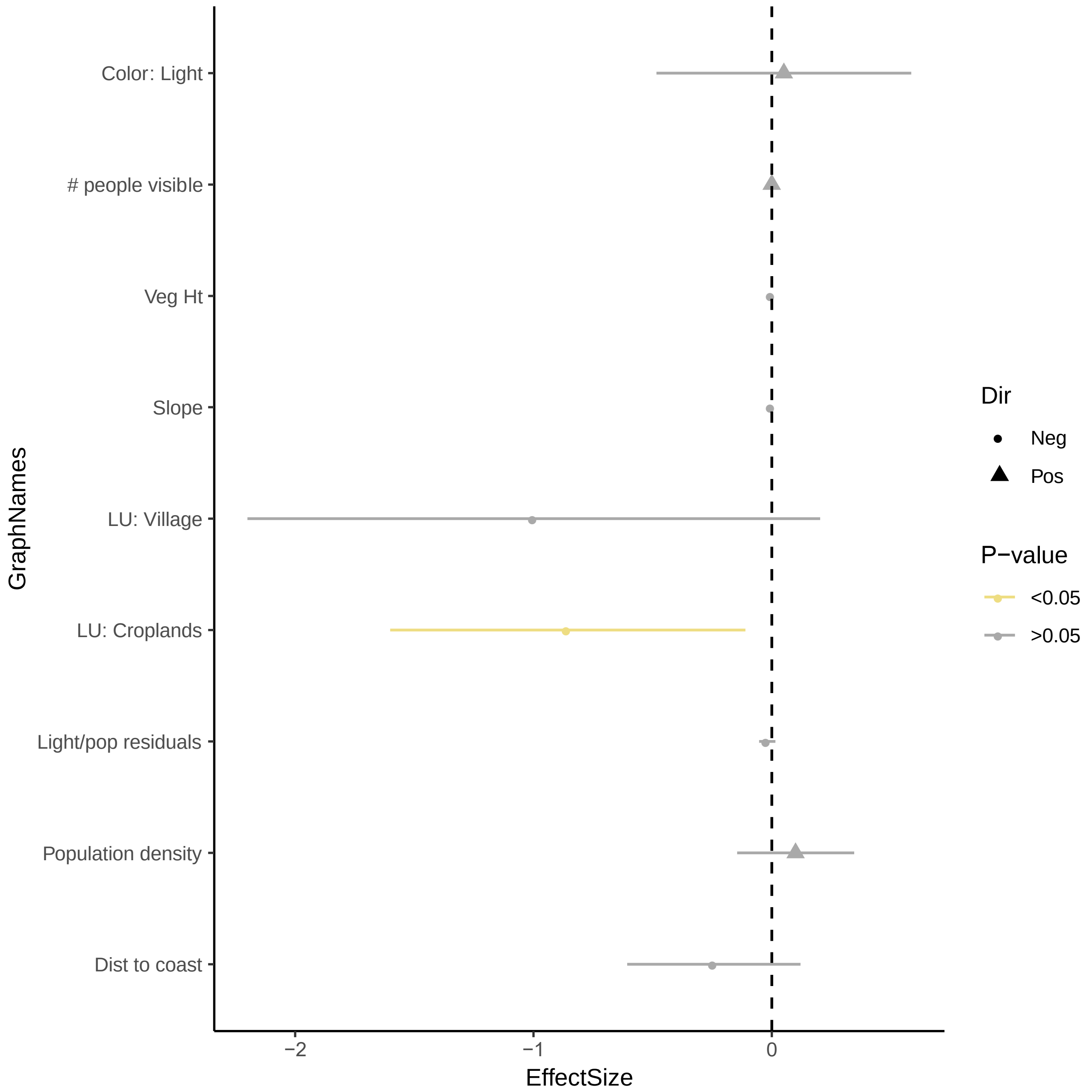

Figure 12. Model average effect size plots for inland transects. Colour represents the p-value significance level, and the lines are the standard error for each term. Triangles denote a positive coefficient for a given factor, whereas circles denote a negative coefficient. The effect size is calculated as the median value of the factor times its coefficient. The reference values are Dark for colour, and urban for land use.

3.3 River Surveys

A total of 75 river transects were conducted at 25 river sites (Figure 13). A total of 783 items were recorded in river surveys, an equivalent of 14.07 pieces of debris for every lineal metre of riverbank surveyed (on average).

Unknown/other soft plastic was the most common *fragment* type found with 108 pieces or 18.6% of the total fragment items recorded. Unknown/other glass was the second most recorded item with 98 items recorded and beverage bottle was the third most common, with 60 pieces recorded.

Food wrapper/label was the most common *whole* item found with 37 pieces or 18.2% of the total whole items recorded. Beverage bottle was the second most recorded item with 20 items recorded and other bottle was the third most common, with 18 pieces recorded.

A size class was estimated for 282 debris items with size class 7 being the most common found (size class 7 objects are larger than 21 cm x 29.7 cm (an A4 page)). For further information refer to the size class chart in the Marine Debris Survey Handbook. Of all items recorded, 11% were less than 16 cm^2.

Figure 14 shows the variability in the number of debris items observed across the river surveys (in the unit of log number of items per lineal metre). The highest number of items found on a river survey was at site SMR49 located at -4.694, 55.522, near a foot bridge off a dirt road to the west of Vinoth shopping centre. Of the 80 items recorded at this site, 42 of them were classified as G4_F: Unknown/other glass fragments.

Figure 13. An example of a river transect site where the team conducted surveys.

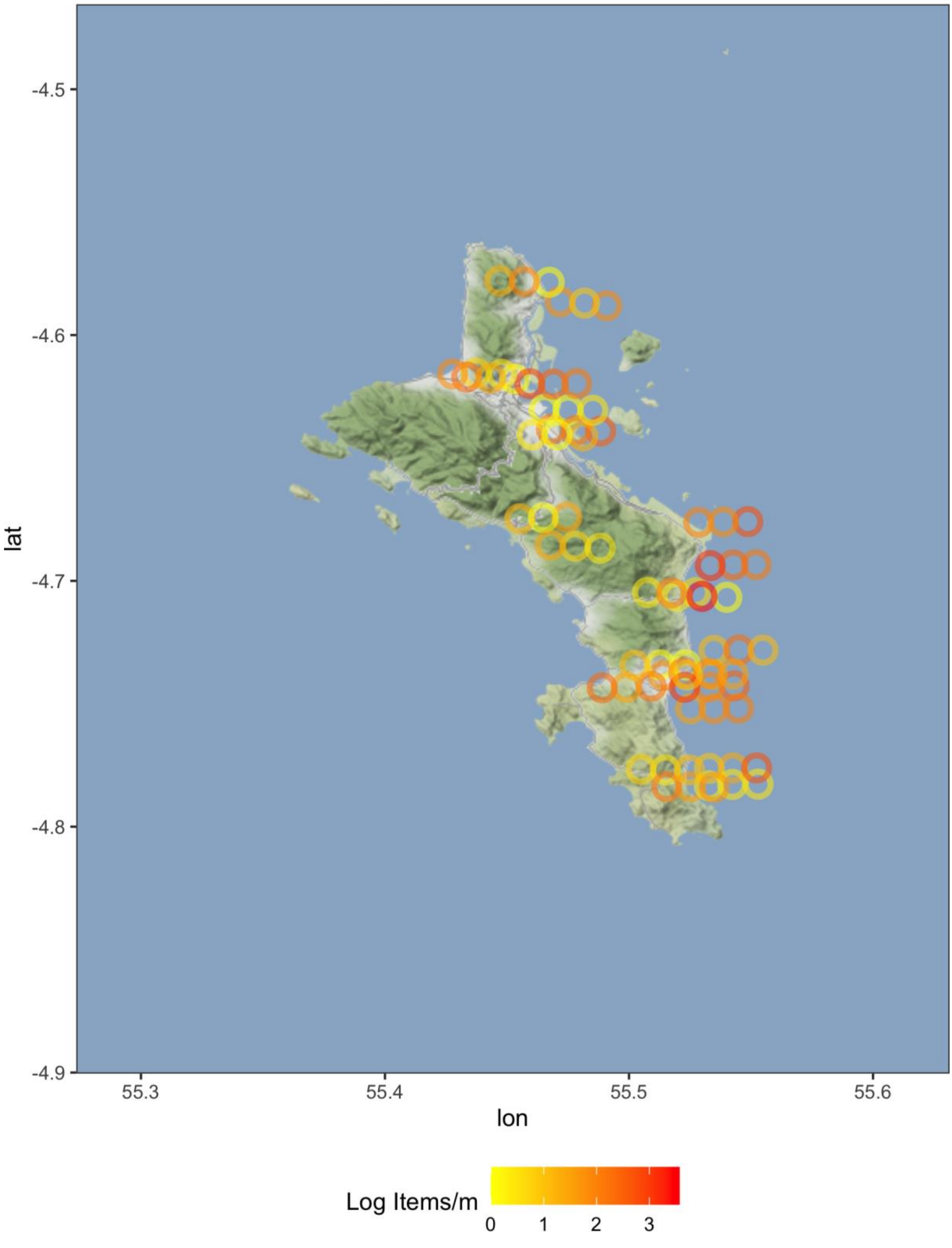

Figure 14. The log number of items per lineal metre for river sites on Mahé.

4 Summary

Surveying the Mahé region of Seychelles was a massive undertaking. A total of 243 transects (including 75 coastal transects, 93 inland transects, and 75 river transects) were conducted. To our knowledge, the data collected provides the first comprehensive baseline look at plastics and other anthropogenic debris on land, along rivers and at the coastal interface for such a large portion of Seychelles. While we acknowledge these data provide a 'snapshot' in time, this information can be used as a baseline against which change and seasonal differences in debris deposition and movement can be compared. Such information provides an important first step that can be used to inform policy and decision making. Furthermore, as new policies or practices are implemented, the data can be used to quantify the changes that may come with such policies, practices or awareness-raising campaigns. We also hope to use these data in conjunction with statistical models to produce figures that highlight the litter plume of this particular urban and nearby area.

The data collected here contributes to a world first, statistically robust, global baseline study of how much waste is lost to the coastal and marine environment. By using the same methodology and building capacity for individuals in multiple countries around the world, we are better able to make large scale predictions about not only local, but also national, regional and global debris losses into the environment. Additionally, we can look at differences we identify in types and amounts of debris across coastal, inland and riverine areas between countries to identify the drivers that may be similar or different amongst surveyed regions.

It appears that the amount of debris on the Mahé coastline is around half the total loads estimated along the Australian coastline, based on surveys conducted around the entire continent (10.2 items/m; Hardesty et al. 2016) and the United States (based on data collected along the west coast of the US (16.5 items/m; Hardesty et al. 2017). Using this dataset and others collected from around the world, ultimately, we will be able to estimate the amount of waste, most of which is plastic, that is lost to the open ocean or redeposited back to land. We are also able to discern regional differences that may occur. For instance, the most common debris item found in Kenya was hard plastics, compared to Seychelles where the most common item was glass. With a robust, comparable baseline of information gathered in multiple major metropolitan centres around the world, we will have the data in hand to evaluate policy effectiveness and change through on-ground activities at local, national and international scales.

Understanding the transport of plastics from land into marine systems is critical for modelling the distribution and trends of plastic in the ocean and estimating its impact on regional economies. This project will clarify the magnitude of this pollution and hopefully help identify opportunities for interventions or interdiction to the public, to industry, and to policy-makers.

Appendix A

An example of the debris survey items list showing all debris categories

ITEMS LIST

Site ID Code: **Page _____ of ______**

Date: ☐ **No debris found** **Transect No. ____ of ____** **Subsampled? Y N**

	ITEMS	ID	Fragment	Whole
Hard Plastic	Pipe/PVC	H1		
	Beverage bottle <1 L	H2		
	Other bottle	H3		
	Bottle cap/lid	H4		
	Food container	H5		
	Utensil/plate/bowl	H6		
	Bucket/Crate	H7		
	Lighter	H8		
	Lollipop stick/earbud	H9		
	Unknown/other hard	H10		
Soft Plastic	Thin film carry bag	S1		
	Food wrapper/label	S2		
	Sheeting	S3		
	Cup/lid	S4		
	Straw	S5		
	Unknown/other soft	S6		
	Other plastic bag	S7		
Plastic Straps	String/rope/ribbon	BP1		
	Packing strap	BP2		
	Cable ties	BP3		
	Unknown/other strap	BP4		
Metal	Pipe	M1		
	Wire	M2		
	Aerosol	M3		
	Beverage can	M4		
	Food can/tin	M5		
	Lid/cap	M6		
	Food wrapper	M7		
	Aluminium foil	M8		
	Bucket/drum	M9		
	Unknown/other hard	M10		
	Unknown/other soft	M11		
Glass	Beverage bottle	G1		
	Jar	G2		
	Light globe/tube	G3		
	Unknown/other glass	G4		
Rubber	Thong/shoe	R1		
	Tyre	R2		
	Balloon	R3		
	Rubber band	R4		
	Unknown/other	R5		
Cloth	String/rope/strap	C1		
	Clothing/towel	C2		
	Wipes/cloths	C3		
	Insulation/stuffing	C4		
	Unknown/other	C5		
Timber	Wood/timber	T1		
	Utensil/food stick	T2		
	Bottle cork	T3		
	Pallet	T4		
	Unknown/other	T5		

	ITEMS Cont.	ID	Fragment	Whole
Foam	Food container	D1		
	Cup/plates/bowls	D2		
	Polystyrene	D4		
	Unknown/other	D5		
Paper	Cigarette/butt	P1		
	Paper/cardboard	P2		
	Magazine/newspaper	P3		
	Bag	P4		
	Box	P5		
	Food container/box	P6		
	Food wrapper/bag	P7		
	Beverage container	P8		
	Cups	P9		
	Plates/bowls	P10		
	Unknown/other	P11		
Fishing	Net	F1		
	Fishing line	F2		
	Fishing Lures	F3		
	Buoys/floats	F4		
	Glow stick	F5		
	Fishhook/sinker	F6		
	Unknown/other	F7		
Miscellaneous	Battery	Z1		
	Brick/cement	Z2		
	Carpet	Z3		
	Ceramic	Z4		
	E Waste	Z5		
	Furniture	Z6		
	Appliances	Z7		
	Large car parts	Z9		
	Large boat parts	Z10		
	Bag/box dom. waste	Z11		
	Nurdles	Z12		
Other		O1		
		O2		
		O3		
		O4		
		O5		
		O6		

Size class (and sub-sampling intervals)

Interval start (m)	Dist on tran	ID (F/W)	Size class
1 0 -			
2			
3			
4			
5			
6			
7			
8			
9			
10 - (end)			

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