Global Plastic Leakage Baseline Data Summary Report, Sri Lanka

Report for fieldwork conducted April 2019

CSIRO Marine Debris Team* in collaboration with the Center for Marine Science and Technology, University of Sri Jayewardenepura, Nugegoda, Sri Lanka[+].

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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 is 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 Sri Lanka, CSIRO and University of Sri Jayewardenepura have joined together to help achieve this goal, with the support of numerous student volunteers.

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Acknowledgments

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 April 2019, CSIRO staff and staff of the Centre for Marine Science and Technology, University of Sri Jayewardenepura, worked together with participants and university students to quantify the amount of debris coming from land in the metropolitan and surrounding regional areas of Negombo, Sri Lanka, and arriving at the coast. The Negombo region was selected in collaboration with our partners because it represented an urban region of significance within the country, and encompassed Colombo, the largest city in the country. Furthermore, Dr. Ranatunga identified the region as an area that could be sampled within a reasonable time frame (~ 2 weeks) with a team he was able to assemble. Furthermore, the region or watershed also has a river system 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 200 km stretch of coastline and the surrounding riverine and inland areas of Negombo, Sri Lanka. To this aim, we conducted field surveys that included coastal, inland, river-side, and trawl debris 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 nearly a third of the entire country of Sri Lanka – an ambitious undertaking to say the least!
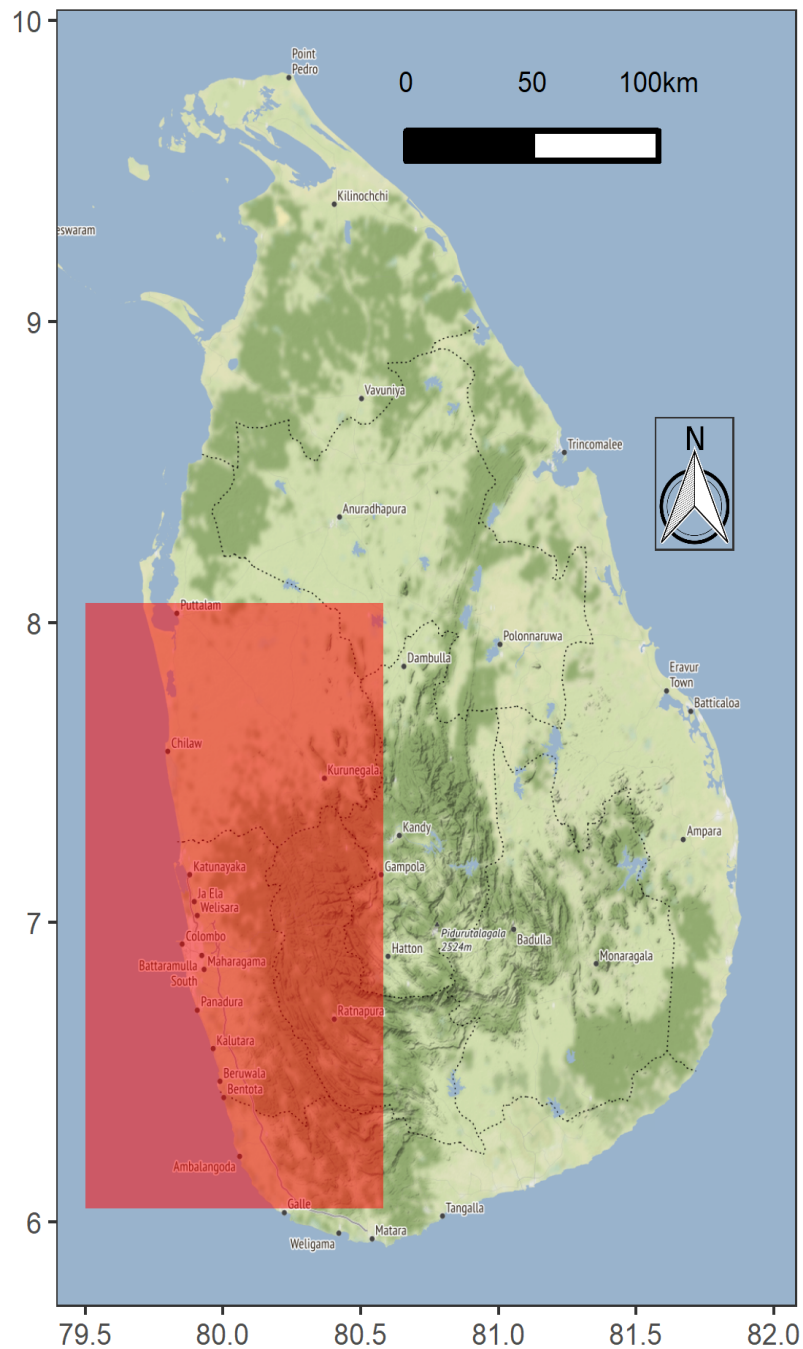
Figure 1. Location of study area.

1.2   Site Selection and Study Area

Our target area included the metropolitan and regional areas surrounding Negombo. We selected a region roughly 270 km long with the northernmost surveys conducted in Kalpitiya and the southernmost surveys conducted in Galle. The inland and river sites surveyed extended inland towards Kandy in the Central province.

Survey locations were provided by CSIRO to partners in Sri Lanka in advance of the CSIRO team's arrival, so they could be assessed for suitability and any alterations needed could be made prior to training and fieldwork. 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 watershed region we were surveying, and ensuring travel times between sites were not so long as to make field work impractical. While all 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 four 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 four different survey methods (coastal, inland, river, and trawl). Following the training period, we divided into a number of teams to carry out fieldwork safely and securely across the chosen study region. The group successfully completed surveys at a total of 86 sites (Figure 2).
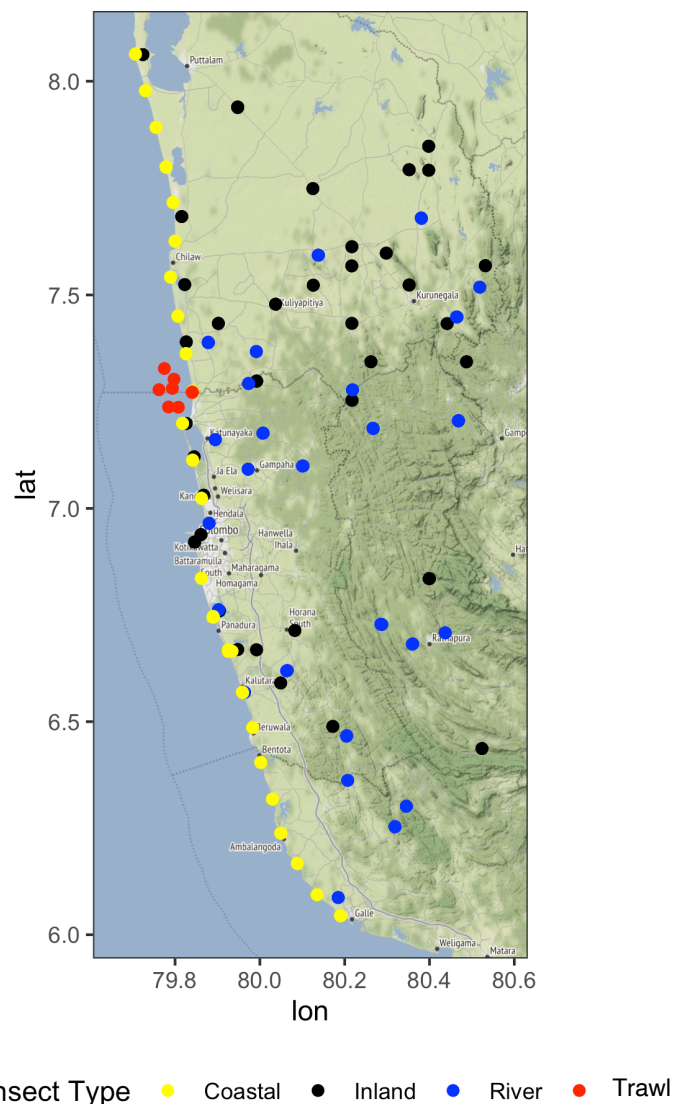
Figure 2. Location of completed surveys along the selected region of coastal Sri Lanka. The yellow points are coastal sites, the black points are inland sites, the blue points are river sites, and the red points are trawls.

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 between Kalpitiya to the north to Galle in the south, at approximately 10 km intervals along the coastline. 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 analysis purposes. At 3 sites we were unable to carry out surveys due to restricted access, though slight adjustments had to be made at a couple of other coastal sites due to accessibility.

1.2.2   Inland sites

To select inland survey sites, we placed a 5 km grid over the study region and selected the centre of each 5 km x 5 km cell. We then used 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 included 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 used two different proxies for socio-economic status, night lights within 1 km radius of the site, and 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 carried out a stratified random sampling design to select sites that covered, as much as possible, the full spectrum of these important covariates

1.2.3   River sites

We used a global GIS data layer of rivers (https://hydrosheds.org/), and subset the layer to select sites every 10 km along the river features, starting at the coast. From this set of points, for ease of access, we selected sites that were less than 2 km from the road and no more than 10 km from another inland site.

1.2.4   Trawl Surveys

We are also interested to understand the 'urban plume' of floating plastic around major urban centres. To measure the amount of floating or positively buoyant debris in the nearshore environment, we conducted surface trawl sampling at nine stations along three line transects emanating from the mouth of the Maha Oya river, to the north of Negombo city. We conducted three tows (each was ~ 10 minutes long) at each station and recorded all the anthropogenic debris collected in the net.

2   Methods

The initial few days the team was together 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, and to lay out transects for river, inland coastal, and trawl 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 information sheet collected information about the site's aspect, accessibility, apparent cleanliness, number of people present, etc 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 beach (distance from the waterline to the backshore vegetation) and riverbank height. There is no fixed length for these two survey types, the length of the transect is dependent upon the local environment, and each transect is 2 m wide. For inland surveys, survey length is fixed. Each inland transect was either 12.5 m long x 2 m wide, or 25 m 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 metres into the backshore vegetation. For inland transects, the starting point was that which was closest to the GPS location identifying the site. The 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 metre wide 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 metre 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).

Trawl surveys were conducted along three line transects emanating from the mouth of the Maha Oya River. Three tows were conducted at each station, using a neuston net with mesh size of 330 μm and a mouth opening size of 0.6 m x 0.3 m. Each tow lasted 10-15 minutes. The vessel moved at slow speed (no more than 2-3 knots) to ensure the trawl net does not skip or jump. Sea state and wind conditions must be mild for proper sampling. After returning to the lab, a visual search was conducted to count and categorise all plastics found in the sample net. For each sample, an observer removed all organic material and then searched for 15-20 minutes to locate any non-organic material. This process was repeated 3 times (with at least 2 different observers) to ensure observer fatigue does not reduce detection of small sized plastic items. The minimum size of plastic able to be caught by the net was 330 μm, and the maximum size was anything that could fit within the sixty centimetre mouth of the net.

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).

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 also 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 8 and Figure 11).

3   Results and Discussion

A total of 14,173 debris items were detected and recorded across the 86 sites surveyed during April 2019.

The ten most abundant fragment debris items found in the surveys included unknown hard and soft plastics, other, polystyrene, bricks and food wrappers (Figure 3). Unknown/other hard plastic comprised 16.0% of all fragment items found, followed by unknown/other soft plastic at 10.4%.

The ten most abundant whole debris items found in all the surveys combined are shown in Figure 4. The most abundant whole item was bottle cap/lid, with 23.4% of all whole items found, followed by plastic bottles at 12.4%.

In terms of debris density, the coastal surveys had the highest debris density with 2.94 items found per m² (Figure 5). Overall, coastal debris density was 2.5 times that observed at inland sites, and 1.2 times that observed at river sites.

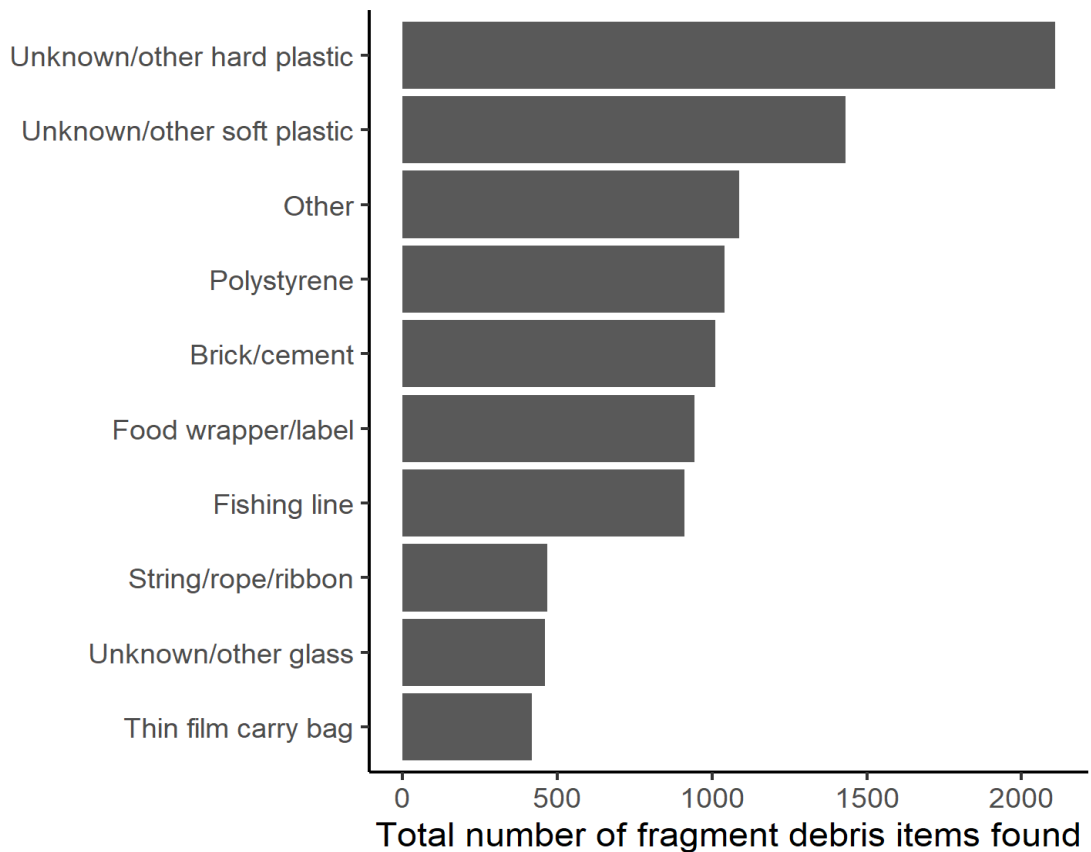**Figure 3. The ten most abundant debris items (fragments) found across the coastal, inland, and river surveys combined.**
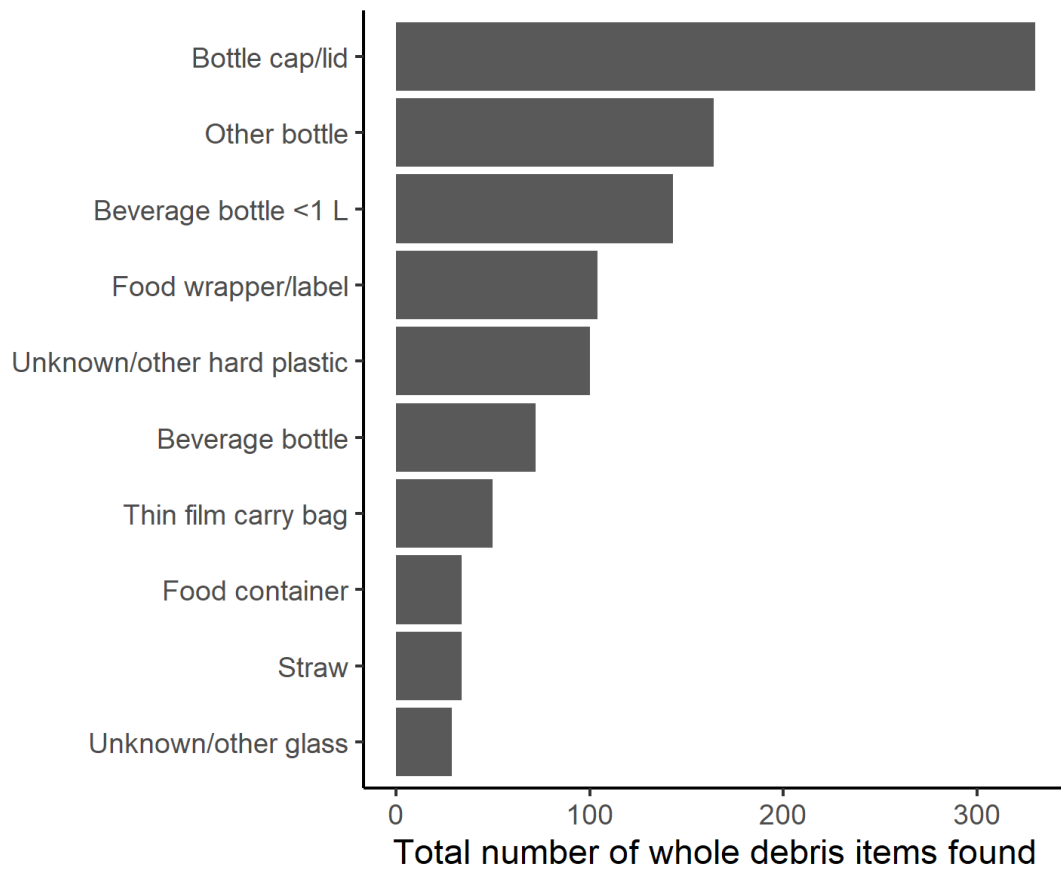
Figure 4. The ten most abundant debris items (whole) found across the coastal, inland, and river surveys combined.
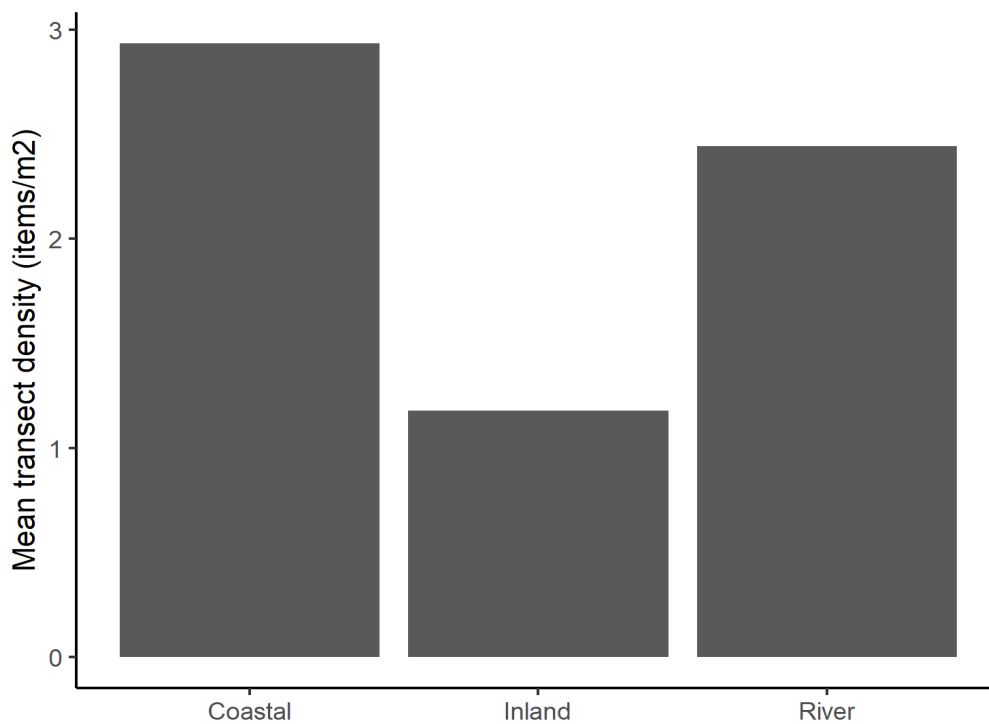
Figure 5. The mean transect density of debris found in the coastal, inland river surveys. Note that debris load was highest at coastal sites and lowest at inland sites.

3.1 Coastal Surveys

A total of 74 transects were completed at 24 coastal sites. shows the team conducting coastal surveys at two different coastal transect sites. Overall, 8573 items were recorded within coastal surveys. On average, across all transects, 57.93 items of debris per lineal metre of coastline were recorded.

Unknown/other hard plastic was the most common fragment type found with 1,670 pieces or 21.4% of the total fragment items recorded. Unknown/other soft plastic was the second most recorded item with 914 items recorded and polystyrene was the third most common, with 902 pieces recorded.

Bottle cap/lid was the most common whole item found with 288 pieces or 37.2% of the total whole items recorded. Other bottle was the second most recorded item with 108 items recorded and beverage bottle <1 L was the third most common, with 84 pieces recorded.

A size class was estimated for 536 debris items. Size classes 3 and 4 were the most common (size class 3 objects are larger than 2 cm x 2 cm, but smaller than 4 cm x 4 cm, size class 4 objects are larger than 4 cm x 4 cm, but smaller than 8 cm x 8 cm). For further information refer to the size class chart in the Marine Debris Survey Handbook. Of all items recorded, 22% were 16 cm² or smaller.

Figure 6. (L) A view of one of the more challenging coastal sites, with lots of litter in the backshore vegetation (R) The team surveying a coastal site.

Error! Reference source not found. 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 7). The highest number of items found on a coastal survey was at site SLNC04 located at 7.892 °N, 79.755 °E, south of Norochcholai. Of the 1502 items recorded at this site, 393 of them were classified as F2_F: fishing line fragments.

Figure 7. The log number of items per lineal metre for coastal sites in Sri Lanka. Arrow points to the site with the highest number of debris items recorded.

In Sri Lanka, after running the GAM modelling, four coastal models were functionally equivalent, based on AIC values. These models were averaged to get the best final model. In the best final model, four 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 included in the model. Land use had the highest effect in the model, with areas backed by dense settlements and villages showing higher debris than croplands, and higher densities of debris with increasing distance from roads and railways.
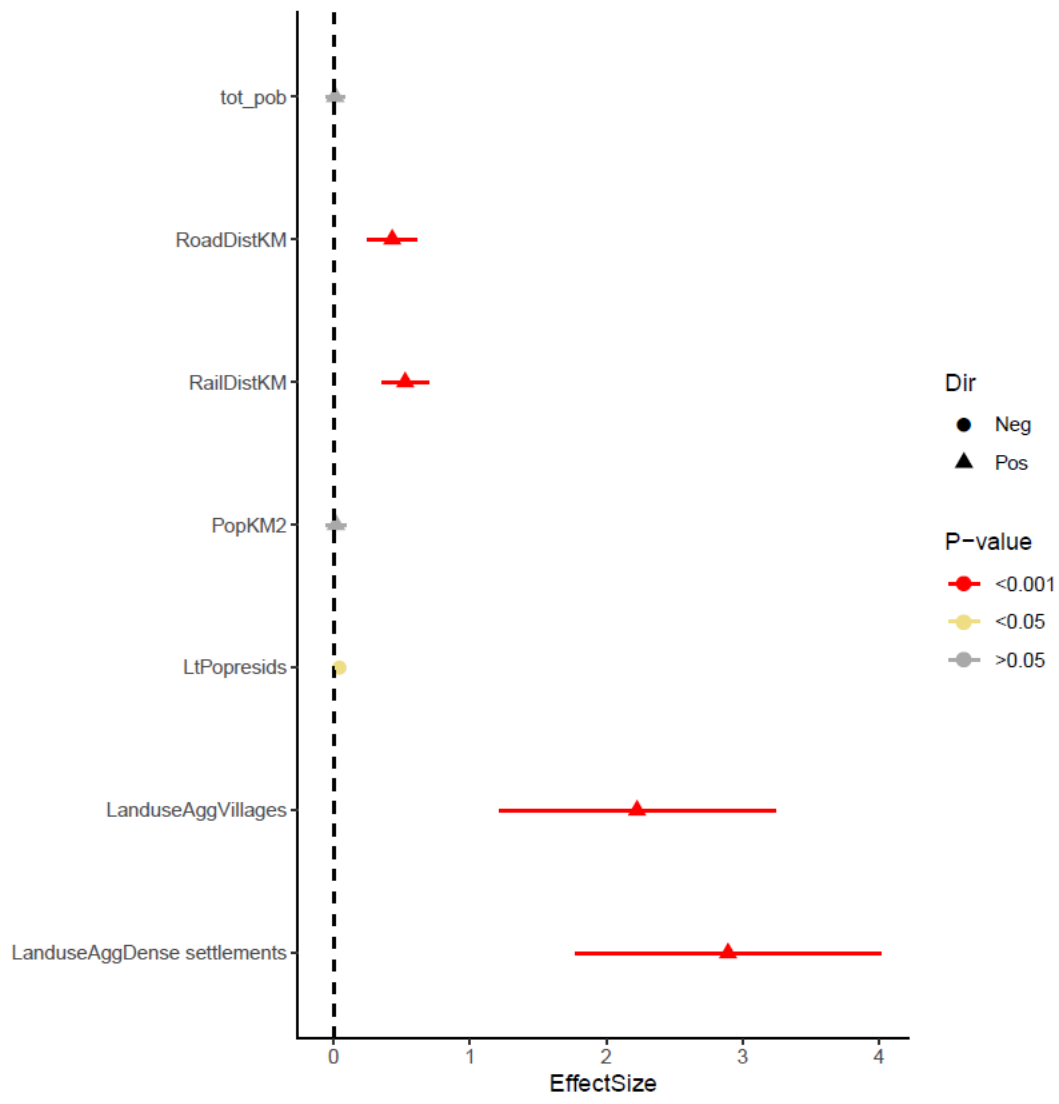
Figure 8. Model average effect size plot for coastal transects. Colour represents the p-value significance level, and the lines are the standard error for each term. Triangles denote a positive coefficient for a given factor, whereas circles denote a negative coefficient. The effect size is calculated as the median value of the factor times its coefficient. Croplands was the reference term for Landuse.

If the coastal litter load from the surveyed area is representative of the entire estimated 1340 km of Sri Lankan coastline (as reported from Wikipedia, accessed 21 October 2020), this would equate to an estimated total debris load of over 77 million items along the entire Sri Lankan coastline. We acknowledge that this is a rough estimate, given the variability in annual weather patterns, coastal topography, population density, and other factors. It does however provide a useful baseline to understand the relative magnitude of the problem.

3.2 Inland Surveys

The team completed 118 transects at 36 inland sites across a range of site types including roadways, carparks, natural vegetation **Error! Reference source not found.**and agricultural landscapes (Figure 9). A total of 3,477 items were recorded; equivalent to an average of 1.18 pieces of debris for every m² of land surveyed.

Interestingly, ceramic was the most common fragment type found with 810 pieces or 24.06% of the total fragment items recorded. Brick/cement was the second most recorded item with 604 items recorded and paper/cardboard was the third most common, with 252 pieces recorded.

Food wrapper/label was the most common whole item found with 15 pieces or 13.51% of the total whole items recorded. Unknown/other hard plastic was the second most recorded item with 12 items recorded and beverage bottle was the third most common, with 12 pieces recorded. These item types are typically single use consumer items that may be used and discarded.

A size class was estimated for 407 debris items with a size class 3 being the most common found (size class 3 objects are greater than 2 cm x 2 cm but less 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, 23% were 16 cm² or smaller.

Figure 9. (L) Transect survey being conducted at an inland site along a roadway (R) Transect survey at a cleaner, shadier site.

There was substantial heterogeneity in the number of debris items observed across the inland surveys (in the unit of log number of items per m²) (Figure 10). The highest number of items found on an inland survey was at site SLNI16 located at 8.06 °N, 79.72 °W in the Kalmunaikkudi region south of Etalai on a disused lot with surrounding houses. Of the 999 items recorded at this site, 678 (68%) were classified as ceramic fragments.
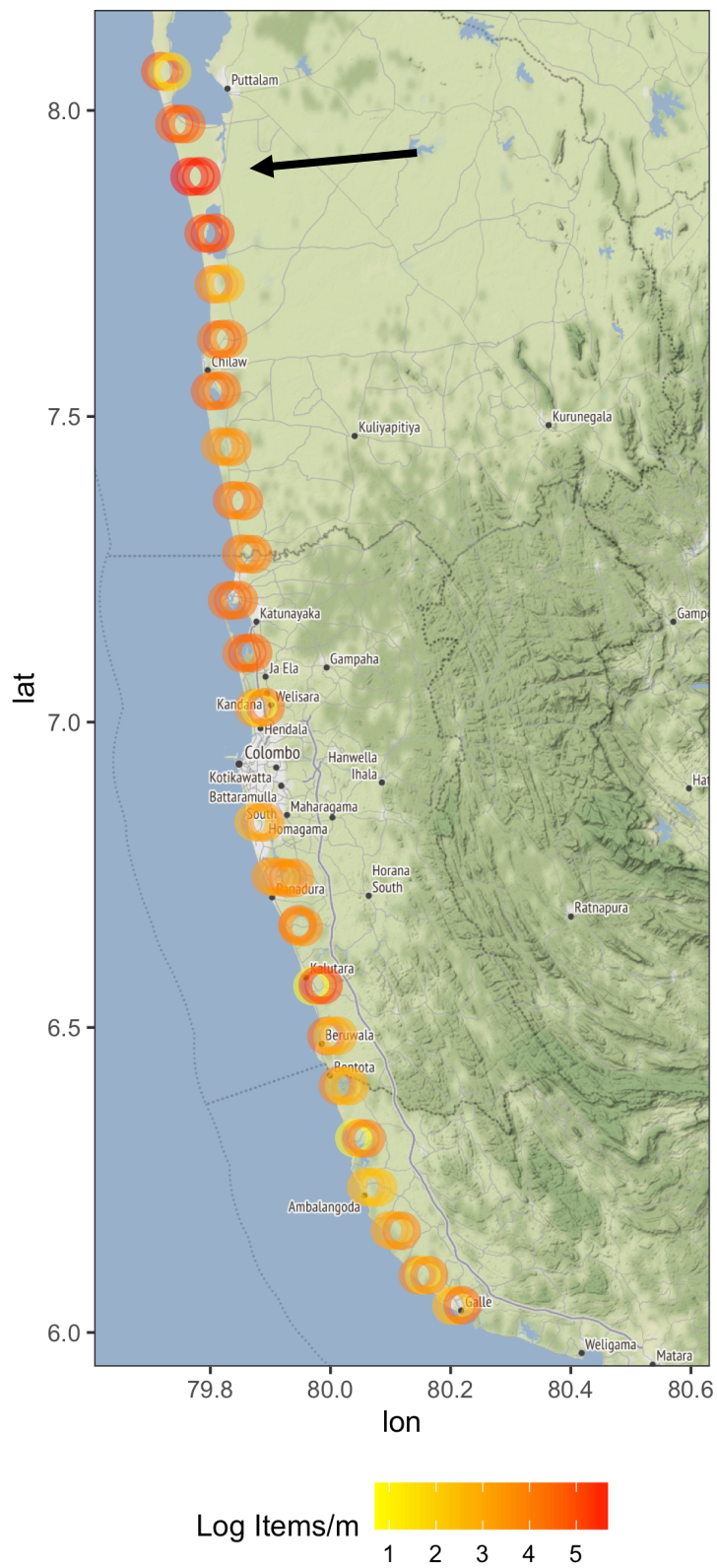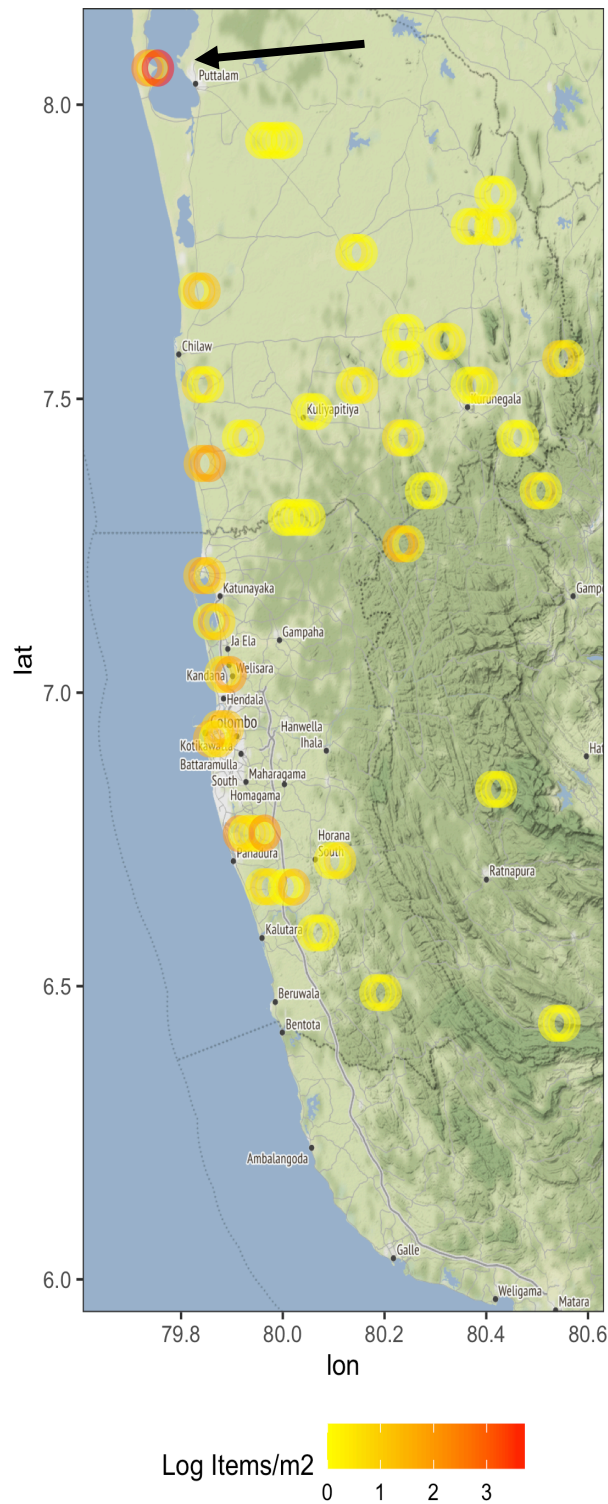
Figure 10. The log number of items per square metre for inland sites in Sri Lanka. Arrow points to the site with the highest number of debris items recorded across all inland transects.

After running the GAM, 12 inland models were functionally equivalent, based on AIC values. These models were averaged to get the best final model. In the best final model, four terms were statistically significant – land use, distance to road, distance to rail, and distance to coast. 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 included in the model. The term with the highest effect size was land use, with croplands having significantly higher debris than the reference land use (urban areas), and dense settlements having significantly lower debris.
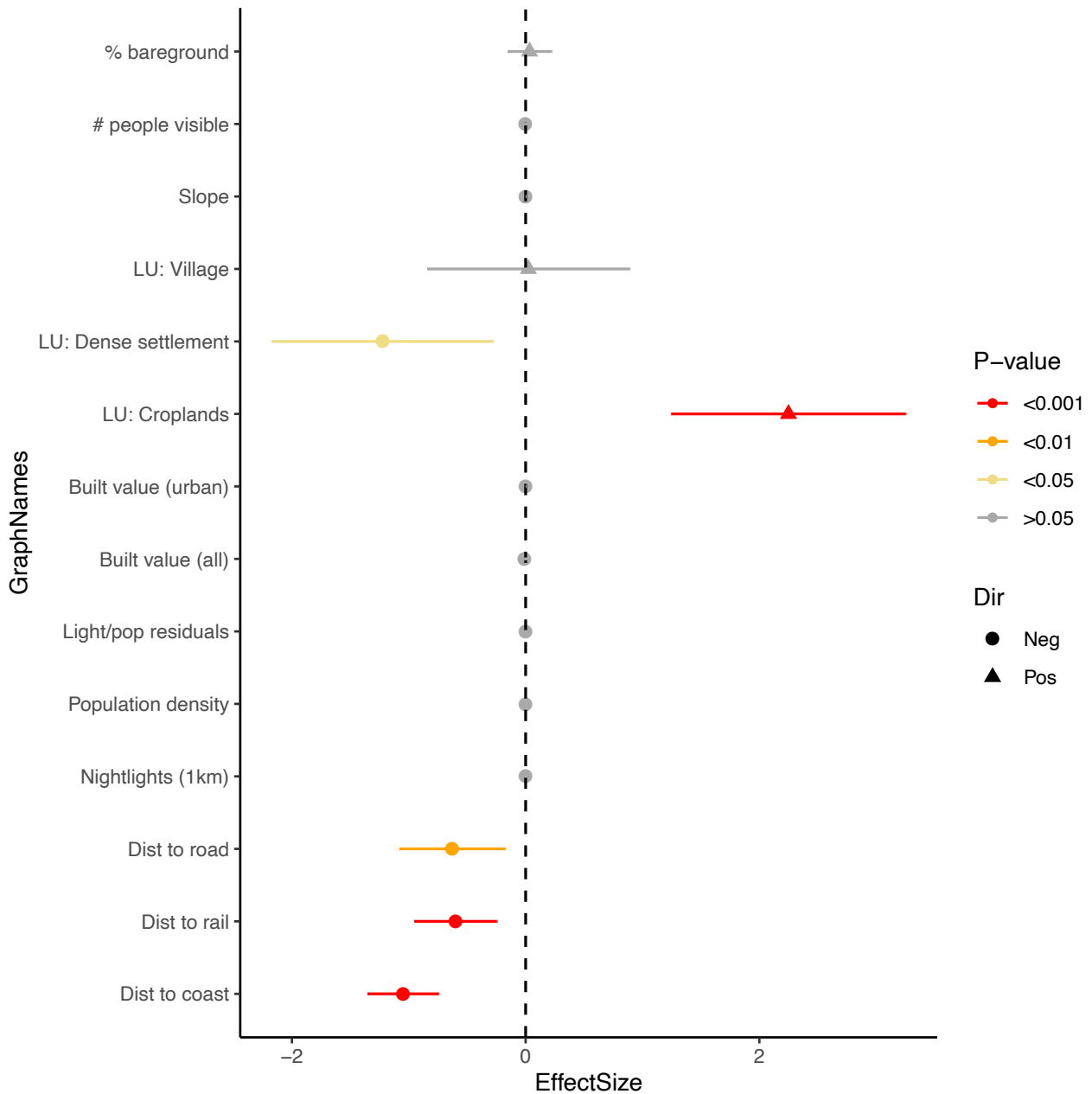
Figure 11. Model average effect size plot for inland surveys. Colour represents the p-value significance level, and the lines are the standard error for each term. Triangles denote a positive coefficient for a given factor, whereas circles denote a negative coefficient. The effect size is calculated as the median value of the factor times its coefficient. Reference term for land use is urban.

3.3 River Surveys

A total of 81 river transects were conducted at 26 river sites (see Figure 12 for an example of a river site surveyed). A total of 2,123 items were recorded; an equivalent of 14.73 pieces of debris for every lineal metre of riverbank surveyed, on average.

Fibreglass was the most common fragment type found with 239 pieces or 13.8% of the total fragment items recorded. This was primarily due to one river site, which had quite a few deteriorating abandoned boats. Food wrapper/label was the second most recorded item with 203 items recorded and unknown/other hard plastic was the third most common, with 194 pieces recorded.

Beverage bottle <1 L was the most common whole item found with 51 pieces or 13.3% of the total whole items recorded. Other bottle was the second most recorded item with 48 items recorded and food wrapper/label was the third most common, with 41 pieces recorded.

A size class was estimated for 335 pieces with size class 7 being the most common found (size class 7 objects are greater than 22 cm2). For further information refer to the size class chart in the Marine Debris Survey Handbook. Of all items recorded, 15% were less than 16 cm².

Figure 12. An example of a river transect site.

We observed substantial variability in the number of debris items recorded across the river surveys (in the unit of log number of items per lineal metre; Figure 13). The highest number of items found on a river survey was at site SLNR11 located at 6.965 °N, 79.88 °E near the Bolgoda River where four dumped boats were observed (Figure 14). Of the 265 items recorded at this site, 86 of them were classified as fibreglass fragments.
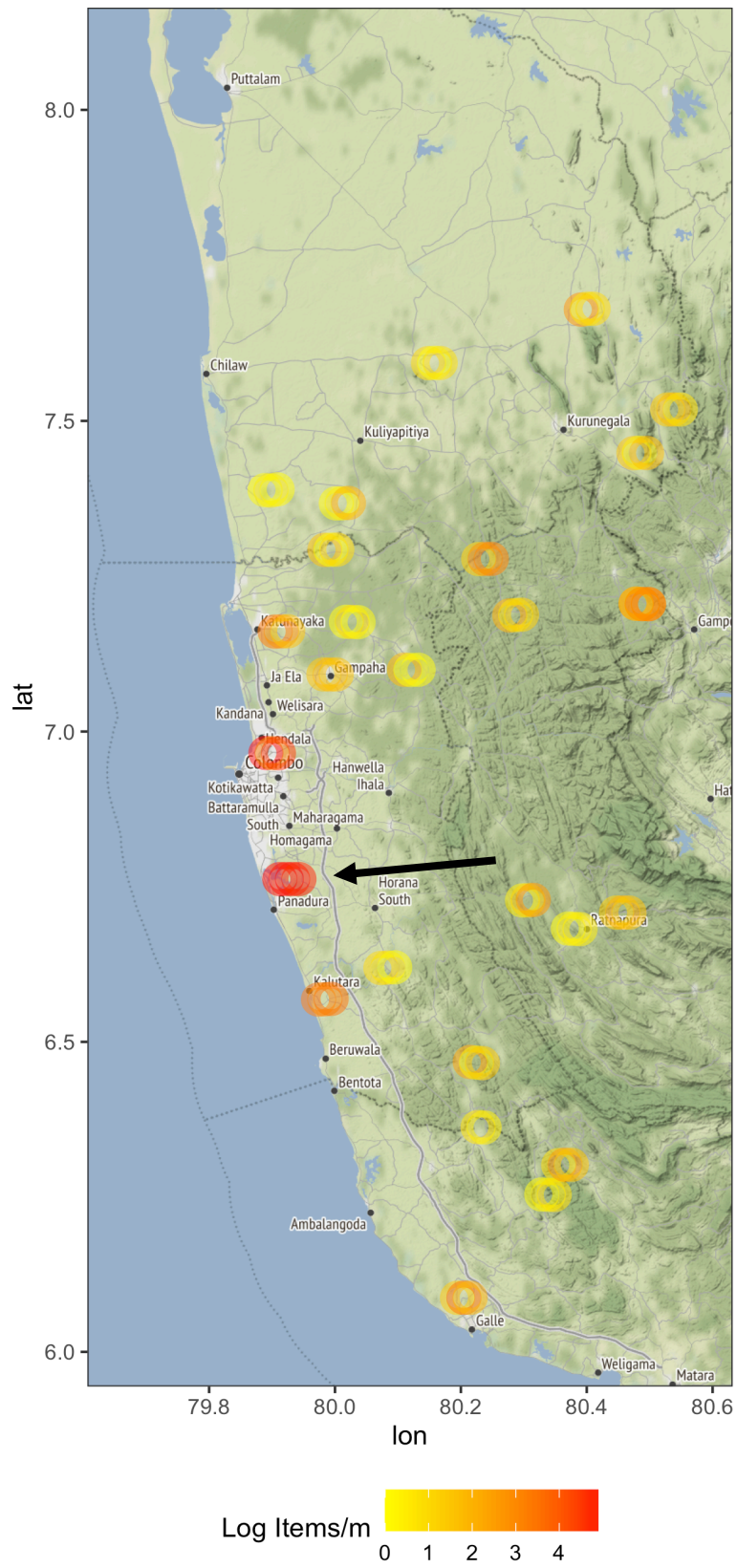
Figure 13. The log number of items per lineal metre for river sites in Sri Lanka. Arrow points to the site with the highest number of debris items recorded across all inland transects.

3.4 Trawl Surveys

Figure 14. Trawl surveys with the manta net.

A total of 27 tows were conducted at nine sites, along 3 lines emanating from the mouth of the Maha Oya River (Figure 15). The mean density of the debris found across all tows was 90,474.7 items per square kilometre, and ranged from 6 to 209 items observed on any single tow. Overall, the most common type of debris found was soft plastic, with a total of 946 items, or 63.6% of all items found.
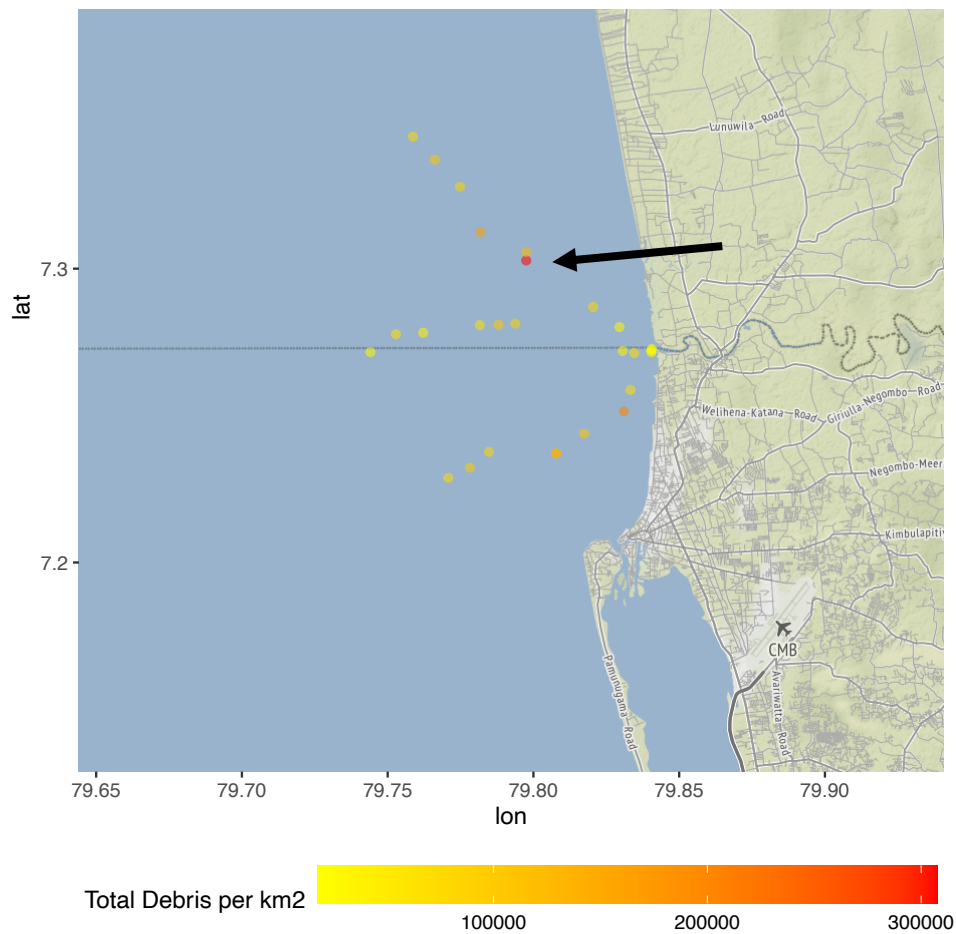

Figure 15. The total number of items per square kilometre for trawl sites in Sri Lanka. Trawl site with the highest density of items reported is shown by the arrow.

4 Summary

Surveying the Negombo region of Sri Lanka was a tremendous undertaking, which required substantial coordination, field effort by a large number of participants and patience and good humour by all. In total, data were collected on a total of 300 transects (including 74 coastal transects, 118 inland transects, 81 river transects, and 27 trawls). 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 the island country of Sri Lanka. 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 island-wide or in some areas of the country, 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 urban and nearby area.

Furthermore, 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.

Based on surveys conducted in the Negombo region, it appears that the amount of debris on the Sri Lankan coastline around 5 times higher than the 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). 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, from these plumes 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, which contrasts to Seychelles where glass is most abundant. 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 to the public, to industry, and to policy-makers.

Appendix A

An example of the debris items survey sheet 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		ITEMS Cont.	ID	Fragment	Whole
Hard Plastic	Pipe/PVC	H1			Foam	Food container	D1		
	Beverage bottle <1 L	H2				Cup/plates/bowls	D2		
	Other bottle	H3				Polystyrene	D4		
	Bottle cap/lid	H4				Unknown/other	D5		
	Food container	H5			Paper	Cigarette/butt	P1		
	Utensil/plate/bowl	H6				Paper/cardboard	P2		
	Bucket/Crate	H7				Magazine/newspaper	P3		
	Lighter	H8				Bag	P4		
	Lollipop stick/earbud	H9				Box	P5		
	Unknown/other hard	H10				Food container/box	P6		
Soft Plastic	Thin film carry bag	S1				Food wrapper/bag	P7		
	Food wrapper/label	S2				Beverage container	P8		
	Sheeting	S3				Cups	P9		
	Cup/lid	S4				Plates/bowls	P10		
	Straw	S5				Unknown/other	P11		
	Unknown/other soft	S6			Fishing	Net	F1		
	Other plastic bag	S7				Fishing line	F2		
Plastic Straps	String/rope/ribbon	BP1				Fishing Lures	F3		
	Packing strap	BP2				Buoys/floats	F4		
	Cable ties	BP3				Glow stick	F5		
	Unknown/other strap	BP4				Fishhook/sinker	F6		
Metal	Pipe	M1				Unknown/other	F7		
	Wire	M2			Miscellaneous	Battery	Z1		
	Aerosol	M3				Brick/cement	Z2		
	Beverage can	M4				Carpet	Z3		
	Food can/tin	M5				Ceramic	Z4		
	Lid/cap	M6				E Waste	Z5		
	Food wrapper	M7				Furniture	Z6		
	Aluminium foil	M8				Appliances	Z7		
	Bucket/drum	M9				Large car parts	Z9		
	Unknown/other hard	M10				Large boat parts	Z10		
	Unknown/other soft	M11				Bag/box dom. waste	Z11		
Glass	Beverage bottle	G1				Nurdles	Z12		
	Jar	G2			Other		O1		
	Light globe/tube	G3					O2		
	Unknown/other glass	G4					O3		
Rubber	Thong/shoe	R1					O4		
	Tyre	R2					O5		
	Balloon	R3					O6		
	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		

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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