

GEF-8 REQUEST FOR CEO ENDORSEMENT/APPROVAL

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General Project Information

Project Title

Plastic Reduction in the Oceans: Sustaining and Enhancing Actions on Sea-based Sources (PRO-SEAS)

Region

Global

GEF Project ID

11166

Country(ies)

Global

Costa Rica

Kenya

Vanuatu

Jamaica

Type of Project

FSP

GEF Agency(ies):

FAO

GEF Agency Project ID

737402

Project Executing Entity(s)

International Maritime Organization (IMO)

Project Executing Type

Others

GEF Focal Area (s)

International Waters

Submission Date

6/26/2024

Type of Trust Fund

GET

Project Duration (Months)

60

GEF Project Grant: (a)

7,105,936.00

GEF Project Non-Grant: (b)

0.00

Agency Fee(s) Grant: (c)

675,064.00

Agency Fee(s) Non-Grant (d)

0.00

Total GEF Financing: (a+b+c+d)

7,781,000.00

Total Co-financing

67,007,827.00

PPG Amount: (e)

200,000.00

PPG Agency Fee(s): (f)

19,000.00

Total GEF Resources: (a+b+c+d+e+f)

8,000,000.00

Project Tags

CBIT: No NGI: No SGP: No Innovation: No

Project Sector (CCM Only)

Taxonomy

Focal Areas, Plastics, Waste Management, International Waters, Areas Beyond National Jurisdiction, Seagrasses, Coral Reefs, Polar Ecosystems, Mangrove, Large Marine Ecosystems, Coastal, Pollution, SIDS : Small Island Dev States, Fisheries, Ship, Acquaculture, Learning, Chemicals and Waste, Biodiversity, Mainstreaming, Influencing models, Transform policy and regulatory environments, Strengthen institutional capacity and decision-making, Convene multi-stakeholder alliances, Demonstrate innovative approach, Stakeholders, Type of Engagement, Consultation, Information Dissemination, Partnership, Participation, Civil Society, Non-Governmental Organization, Academia, Community Based Organization, Local Communities, Communications, Public Campaigns, Behavior change, Education, Strategic Communications, Private Sector, Large corporations, Individuals/Entrepreneurs, SMEs, Gender Equality, Gender Mainstreaming, Gender-sensitive indicators, Women groups, Sex-disaggregated indicators, Gender results areas, Knowledge Generation and Exchange, Participation and leadership, Capacity, Knowledge and Research, Enabling Activities, Knowledge Generation, Training, Workshop, Course, Knowledge Exchange, Conference, Capacity Development, Theory of change, Adaptive management, Indicators to measure change

Rio Markers

Climate Change Mitigation	Climate Change Adaptation	Biodiversity	Land Degradation
No Contribution 0	No Contribution 0	Significant Objective 1	No Contribution 0

Project Summary

Provide a brief summary description of the project, including: (i) what is the problem and issues to be addressed? (ii) what are the project objectives, and if the project is intended to be transformative, how will this be achieved? iii), how will this be achieved (approach to deliver on objectives), and (iv) what are the GEBs and/or adaptation benefits, and other key expected results. The purpose of the summary is to provide a short, coherent summary for readers. (max. 250 words, approximately 1/2 page)

Sea-based marine plastic litter (SBMPL) arising from the shipping and fisheries sectors contributes substantially to total amounts of marine plastic litter (MPL) globally, with serious adverse environmental and socioeconomic impacts. Several key barriers continue to hinder measures to address SBMPL, which represents a major gap in the global response to MPL. These are: (1) inadequate implementation of SBMPL policy and regulatory frameworks; (2) inadequate information, tools and systems available to effectively manage SBMPL, including a lack of environmentally sound waste management systems for plastic waste generated at sea and recovered SBMPL; (3) lack of incentives and practical opportunities to reduce use of plastic materials used in the shipping and fisheries sectors and to promote a circular economy for plastics; and (4) poor knowledge and awareness among key stakeholders on SBMPL and potential solutions. The US\$ 8 million PRO-SEAS project aims to address these key barriers to develop transformative long-term solutions to prevent and reduce SBMPL from the shipping and fishing sectors, particularly in selected Large Marine Ecosystems (LMEs).

The project has a global scope with focused activities in four countries (Costa Rica, Jamaica, Kenya and Vanuatu) spanning three LMEs (Caribbean Sea LME, Pacific-Central American Coastal LME and Somali Coastal Current LME). These four countries were selected as centers of transformation on the SBMPL issue due to their exhibited leadership and ownership around SBMPL-initiatives at national and regional scales during the GloLitter Partnerships project, including in the Pacific and Indian Oceans and Caribbean Sea, and their respective LMEs, as well as their expressed interest and commitments to this project, and sharing lessons learned regionally and globally, including providing support for and collaboration with other countries in their LME(s). The global scope of this project is needed in order to address SBMPL issues in a meaningful way, due to the transboundary nature of the problem.

Project components that support the project objective to reduce SBMPL from the shipping and fisheries sectors, include:

1. Strengthening legal, policy and institutional frameworks to align with international instruments addressing SBMPL, including the International Convention for the Prevention of Pollution from Ships (MARPOL) Annex V on Prevention of Pollution by Garbage from Ships; the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter 1972 (i.e., London Convention) and its 1996 London Protocol; and the FAO Voluntary Guidelines on the Marking of Fishing Gear (VGMFG). Project components also support the implementation of SBMPL National Action Plans (NAPs) including facilitating national, regional and global coordination and collaboration mechanisms for SBMPL management. In the context of the PRO-SEAS project, 'SBMPL management' includes reducing, reusing, recycling, repurposing and responsible disposal of SBMPL;
2. Improving the availability and adequacy of systems, facilities, tools and information required to effectively manage SBMPL at sea and onshore. This includes measures to strengthen operations of Port Reception Facilities (PRFs), develop or improve Port Waste Management Plans (PWMPs), and develop tools and technologies and provide training to improve SBMPL monitoring and assessment;
3. Promoting practical opportunities for and incentivizing environmentally sound SBMPL management among the fishing and shipping sectors, including identifying and supporting gender-responsive SBMPL-business ventures and engaging the private sector through a Global Industry Alliance (GIA) on SBMPL; and,
4. Increasing knowledge and awareness of solutions to prevent, reduce and eliminate SBMPL among key stakeholders, with project experiences, results, and lessons learned documented, disseminated, and promoted.

The project supports Global Environmental Benefits (GEB) through facilitating the reduction and prevention of SBMPL from the shipping and fisheries sectors which, in turn, reduces adverse impacts on the marine environment, including but not limited to: reduced entanglement and death of marine wildlife including threatened and endangered species; reduced ingestion by marine biota of SBMPL including the bioaccumulation of plastics and harmful chemicals in the marine food chain; reduced losses of target and non-target fisheries species through ghost fishing; reduced damage to fragile marine habitats including benthic habitats such as coral reefs or seagrass beds; and reduced introduction of invasive species.

The GEF intervention will address a major gap in the global response to Marine Plastic Litter (MPL), targeting sea-based sources of MPL (SBMPL) from the shipping and fisheries sectors, which have not been sufficiently addressed by previous interventions. The project will contribute to several GEF-8 Core indicator targets, principally those related to the GEF International Waters Focal Area. These are: GEF Core indicator 5 - Area of marine habitat under improved practices, covering approximately 4,875,100 ha through providing capacity and tools on SBMPL management in areas where most of the coastal fisheries of the four target countries operate and where there is a concentration of shipping lanes including around ports; GEF Core indicator 7 - Number of shared water ecosystems, under new or improved cooperative management, contributing to three LMEs (Caribbean Sea, the Pacific-Central American Coastal and the Somali Coastal Current) through integration of project results into LME-wide planning and management processes, with, for example, information and guidance on managing SBMPL provided to national and regional implementation of SAPs associated with each LME; and GEF Core indicator 8 – Globally over-exploited marine fisheries moved to more sustainable levels, amounting to an estimated 24,550 metric tons through introduction of gear marking systems in the fisheries of Costa Rica, Jamaica, Kenya and Vanuatu. The project will also yield co-benefits under GEF Core indicator 11: Number of direct beneficiaries disaggregated by gender, with an initial goal to generate direct benefits to 1,600 males and 1,120 females (total 2,720) across the four participating countries through various capacity building and small business development activities. In addition, the PRO-

SEAS project will contribute to the Biodiversity Focal Area through helping to reduce ALDFG impacts, particularly ‘ghost fishing’ of ETP species, fisheries target and non-target species, and to the Chemicals and Waste Focal Area (contributing the GEF Core Indicator 9 - Chemicals of global concern and their waste reduced, through removal of an estimated 6,000 tons of harmful waste plastic from the marine system. Without the GEF intervention, the above contributions to GEB will not accrue, and SBMPL will continue to accumulate and increasingly degrade and destroy marine habitats and species, with potentially devastating impacts on the marine ecosystem as well as on human health for many decades to come.

The project will directly contribute to the UN Sustainable Development Goal (SDG) 14, particularly targets 14.1 and 14.c. The project will additionally help prepare beneficiary countries and regions for the implementation of the international legally binding instrument on plastic pollution, including in the marine environment currently being negotiated by the UN Member states.

Project Description Overview

Project Objective

To reduce sea-based marine plastic litter from the global shipping and fisheries sectors, particularly in target LMEs, leading to the reduction of direct and indirect impacts from plastics in the marine environment.

Project Components

Component 1: Strengthening legal, policy and institutional frameworks to reduce SBMPL, at national, regional and global levels.

Component Type	Trust Fund
Technical Assistance	GET
GEF Project Financing (\$)	Co-financing (\$)
1,168,235.00	16,078,350.00

Outcome:

Outcome 1.1: Improved legal and policy frameworks to reduce and manage SBMPL in selected countries.

Indicator 1: Number of beneficiary countries where draft and/or updated legal and policy frameworks instruments delivered under output 1.1.2 were forwarded to the respective authorities for consideration.

Outcome 1.2: Strengthened national and regional institutional frameworks and capacity for SBMPL management [2].

Indicator 2: [national level]: Progress on multistakeholder coordination to support implementation of the SBMPL reforms and/or initiatives.

Indicator 3 [regional level]: % of countries engaged in regional events.

Output:

Output 1.1.1: National Action Plans (NAPs) to address SBMPL in selected countries updated, with identification of activities and priorities that would benefit from project support for implementation in alignment with project components, outcomes and outputs.

Output 1.1.2: National SBMPL legal and policy frameworks instruments drafted and/or updated in line with existing international instruments governing SBMPL (including MARPOL Annex V, LC/LP, FAO VGMFG) in selected countries.

Output 1.2.1: National cross-sectoral coordination mechanisms for addressing SBMPL management established and operational.

Output 1.2.2: Regional coordination mechanisms to address SBMPL management established or facilitated.

Component 2: Improving systems, facilities, tools and information to effectively manage SBMPL.

Component Type	Trust Fund
Technical Assistance	GET
GEF Project Financing (\$)	Co-financing (\$)
3,460,972.00	16,078,350.00

Outcome:

Outcome 2.1: Environmentally sound management of SBMPL adopted at target ports.

Indicator 4: Proportion of PWMPs ready for adoption.

Indicator 5: Proportion of external resource partners (IFI, and other) with interest in investing in PRF systems to sustainably manage SBMPL.

Outcome 2.2: Improved information, tools and systems for planning and management of SBMPL in shipping and fisheries sectors.

Indicator 6: National authorities' knowledge on adequacy of national PRFs.

Indicator 7: Pilot methodology to estimate the source and volumes of SBMPL.

Output:

Output 2.1.1: Port Reception Facility (PRF) gap analysis conducted.

Output 2.1.2: Port Waste Management Plans (PWMP) developed in coordination with relevant competent authority to facilitate implementation.

Output 2.1.3: Technical-economic studies of the potential for investment to upgrade and/or establish PRF systems to sustainably manage SBMPL in selected countries.

Output 2.2.1: Monitoring and assessment systems of sources and volumes of SBMPL that feed into management decision-making established in selected countries.

Output 2.2.2: Technologies and tools to support prevention and reduction of SBMPL identified and operational in target countries.

Component 3: Developing and promoting practical opportunities and incentives for environmentally sound management of SBMPL.

Component Type	Trust Fund
Technical Assistance	GET
GEF Project Financing (\$)	Co-financing (\$)
730,089.00	22,642,755.00

Outcome:

Outcome 3.1: Innovative gender-responsive incentives and opportunities for environmentally sound management of SBMPL developed and/or promoted.

Indicator 8. Proportion of women with capacities, skills and/or opportunities to take an active role in addressing SBMPL issues on national (policy making, entrepreneurship, sustainable management of marine resources, and other).

Indicator 9: National authorities' knowledge on advantages of mainstreaming gender and/or promoting equality in shipping and fishery sectors.

Outcome 3.2: Improved engagement of business sector in addressing SBMPL at global level.

Indicator 10. Total annual contributions in USD from shipping and fishing industry GIA members.

Output:

Output 3.1.1: Incentives to support investment in addressing SBMPL identified and options communicated to stakeholders.

Output 3.1.2: Gender-responsive SBMPL business ventures identified and developed in selected countries.

Output 3.2.1: Projects to address SBMPL identified and under implementation under the Global Industry Alliance (GIA) on SBMPL.

Component 4: Increasing knowledge and awareness of SBMPL and potential solutions to reduce and eliminate SBMPL among key stakeholders.

Component Type	Trust Fund
Technical Assistance	GET
GEF Project Financing (\$)	Co-financing (\$)
1,042,814.00	5,905,004.00

Outcome:

Outcome 4.1: Increased knowledge of measures, options and incentives to effectively manage, reduce or eliminate SBMPL increased among key stakeholder groups (fishing and shipping industry).

Indicator 11: National authorities' knowledge on Marpol Annex V and FAO VGMFG.

Output:

Output 4.1.1: Project results, experiences, lessons learned and recommendations for successful implementation of effective SBMPL management measures documented, disseminated, and promoted, including development of a project KMC Plan, project visual identify, project-generated knowledge and communication products, and project roadmap for scaling up project results and successful solutions, and participation in IW:Learn activities and events.

M&E

Component Type	Trust Fund
Technical Assistance	GET
GEF Project Financing (\$)	Co-financing (\$)
365,448.00	2,952,503.00

Outcome:

Outcome 4.2: Effective project implementation based on adaptive management and lessons learned.

Indicator 12: % of mid-term review recommendations fed back into project implementation.

Output:

Output 4.2.1: A gender-sensitive project M&E system designed and operational, including : establishment of the Project Steering Committee (PSC); organization of the inception workshop; enforcement of regular monitoring of project indicators; and reporting on project results.

Output 4.2.2: Independent Mid-term Review and Terminal Evaluation undertaken with results fed back to project management.

Component Balances

Project Components	GEF Project Financing (\$)	Co-financing (\$)
Component 1: Strengthening legal, policy and institutional frameworks to reduce SBMPL, at national, regional and global levels.	1,168,235.00	16,078,350.00
Component 2: Improving systems, facilities, tools and information to effectively manage SBMPL.	3,460,972.00	16,078,350.00

Component 3: Developing and promoting practical opportunities and incentives for environmentally sound management of SBMPL.	730,089.00	22,642,755.00
Component 4: Increasing knowledge and awareness of SBMPL and potential solutions to reduce and eliminate SBMPL among key stakeholders.	1,042,814.00	5,905,004.00
M&E	365,448.00	2,952,503.00
Subtotal	6,767,558.00	63,656,962.00
Project Management Cost	338,378.00	3,350,865.00
Total Project Cost (\$)	7,105,936.00	67,007,827.00

Please provide Justification

N/A

PROJECT OUTLINE

A. PROJECT RATIONALE

Describe the current situation: the global environmental problems and/or climate vulnerabilities that the project will address, the key elements of the system, and underlying drivers of environmental change in the project context, such as population growth, economic development, climate change, sociocultural and political factors, including conflicts, or technological changes. Describe the objective of the project, and the justification for it. (Approximately 3-5 pages) see guidance here

1. Problem and threat

Sea-based marine plastic litter (SBMPL) arising from the shipping and fisheries sectors contributes substantially to total amounts of marine plastic litter (MPL) globally, with serious adverse environmental and socioeconomic impacts. For the shipping sector, this includes, among other plastic litter types, single-use plastics, often in the form of operational garbage such as packaging, bags, containers (e.g. for oils, chemicals and detergents), water bottles, and a variety of other plastic items; cargo wastes from cargo holds such as packaging materials, plastic sheets and boxes; pre-production plastic pellets, often referred to as “nurdles” which are often transported in shipping containers; and microplastics which can sometimes be found in ship’s grey and ballast waters. The main types of SBMPL associated with the fisheries sector are abandoned, lost or otherwise discarded fishing gear (ALDFG) such as plastic fishing nets, lines, pots and traps, buoys and other gear items and associated components from large and small-scale fisheries – see Box 1 and Annex B1 - as well as operational garbage including a variety of plastic litter items such as water bottles, containers and packaging materials.

Box 1: Abandoned, lost or otherwise discarded fishing gear (ALDFG)

ALDFG is defined by the Food and Agriculture Organization of the United Nations (FAO) as:

- **Abandoned fishing gear** is fishing gear over which the operator/owner has control and that could be retrieved by owner/operator but is deliberately left at sea due to force majeure or other unforeseen reasons
- **Lost fishing gear** relates to fishing gear over which the owner/operator has accidentally lost control and that cannot be located and/or retrieved by owner/operator
- **Discarded fishing gear** is fishing gear released at sea without any attempt for further control or recovery by the owner/operator.

FAO (2018). *Voluntary Guidelines for the Marking of Fishing Gear*. Committee on Fisheries 33rd Session. Rome, Italy July 9-13 2018. (Issue May). <http://www.fao.org/3/MX136EN/mx136en.pdf>

Research studies have highlighted that the contribution to SBMPL from shipping varies substantially from country to country, from site to site, and between shipping areas and regions. In the Mediterranean, for instance, some 33-78% of MPL is attributed to merchant and recreational shipping[3], while in the Caribbean Sea around 9% and in Southeast Asia 8% of MPL[4] is attributed to shipping. Using data derived from the amount of garbage (including plastics) that are delivered to Port Reception Facilities (PRFs – see Box 2) it is estimated that only 27% of all ship wastes are delivered to land-based facilities with much of the remaining garbage either dumped at sea or incinerated[5]. Furthermore, data from the International Maritime Organization's (IMO) Global Integrated Shipping Information System (GISIS) database[6], which lists PRFs suitable for plastic waste reception at ports in States which are party to MARPOL, indicates that such facilities in developing countries either do not exist or are largely under-resourced. This suggests that large volumes of plastic waste are not received at PRFs in many developing countries, and which, consequently, could be at risk of being discarded at sea.

While major global causes and impacts of ALDFG are understood, empirical information about the volume of ALDFG entering the world's oceans annually is limited. Some estimates for global amounts of plastic fishing gear losses and ALDFG correctly highlight the constraints and shortcomings of these estimates - which largely arise from the limited data available - and urge improved data collection and analysis through expanding the geographic scope and surveys. Other estimates, such as the often-cited, but discredited figure of 640,000 tonnes of ALDFG-annually, have misrepresented the ALDFG situation as they are outdated and limited in scope[7]. More recently it has been estimated that nearly 2% of all fishing gear are lost to the ocean annually[8] and in a separate study, FAO estimated that 220,000-260,000 tonnes[9] of plastics from fishing activity entered the marine environment annually. Yet another study estimated annual plastic fishing gear loss solely from worldwide industrial trawl, purse-seine and pelagic longline fisheries at 48,400 tonnes[10], illustrating the limits of certainty of the amount of ALDFG entering our oceans every year.

Box 2: Port Reception Facilities

A Port Reception Facility (PRF) refers to any fixed, floating or mobile facility capable of receiving MARPOL wastes/residues from ships and which are fit for that purpose. The use and provision of PRFs is fundamental to the overall success of the MARPOL in its objective of reducing and ultimately eliminating intentional pollution of the marine environment by ships. According to the IMO Guidelines for Ensuring the Adequacy of Port Waste Reception Facilities¹¹, adequate facilities can be defined as those which fully meet the needs of the ships regularly using them; do not provide mariners with a disincentive to use them; and contribute to the improvement of the marine environment. Additionally, the Guidelines specify that the reception facilities must "... allow for the ultimate disposal of ships' waste to take place in an environmentally appropriate way".

SBMPL causes widespread direct and indirect damage and degradation to the marine environment, including to endangered, threatened and protected (ETP) species such as marine mammals, sharks, marine turtles, seabirds and corals, damage to fragile marine habitats including benthic environments, the introduction of invasive species and presents a significant transboundary threat. Impacts on marine life are wide-ranging, and include, among others, entanglement, and death in ALDFG, ghost fishing of target and non-target species, slow starvation or poisoning through ingestion of plastic litter by marine biota, and bioaccumulation of plastic and harmful plastic-associated chemicals in the food chain, which may ultimately pose a risk to human health (especially through human food sources). SBMPL also threatens the sustainable use of marine natural resources and continued development of the global blue economy with the fisheries and coastal tourism sectors particularly adversely affected. It also presents hazards to navigation and safety at sea, such as by fouling vessel propellers, clogging engine intakes or posing physical hazards to navigation. Indeed, SBMPL is widely recognized as a major threat to both the marine environment and human society. This includes Large Marine Ecosystems (LMEs) where SBMPL impacts on coastal communities and ecosystems may be acute due to the density of vessel traffic. Indeed, pollution in the form of marine plastic litter is identified as a priority for action in most LME Strategic Action Programs (SAPs). However, it should be stressed that the

problem is truly global in nature as plastic items taken on board a ship in one country, such as plastic bottles and containers, can often be disposed of in another country or region of the world.

There are documented global geographic data gaps and a recognised need to better understand the type, quantity, and impact of SBMPL in most areas of the world, as well as a need to further develop capacity for assessing data on SBMPL using common approaches[12]. However, the sheer number of potential sources indicate a significant problem. For instance, an estimated 1.89 million seafarers currently serve the world merchant fleet operating over 74,000 vessels around the globe (most recent figures for 2020)[13], and there are an estimated 4.1 million fishing vessels and 61.8 million fishers fishing globally (most recent figures for 2022). Together these represent a considerable number of sources of SBMPL.

The oceans play a key role in facilitating the global economy with maritime transport being crucial for international trade and the global economy. Over 50 % of the value and 80 % of the volume of international trade is carried by sea (UNCTAD 2021, quoted in Ferrari, Christidis and Bolsi (2023)[14]. However, given a growing global merchant fleet and increased number of vessel movements between developing and developed countries, especially with renewed global growth in trade following the COVID pandemic, the amount of plastics entering the oceans from the shipping and fisheries sectors and the threats this SBMPL presents will only increase in the absence of targeted interventions. Indeed, the amount of plastic waste entering aquatic ecosystems (and eventually into the oceans) is predicted to nearly triple from some 9–14 million tonnes/year in 2016 to 23–37 million tonnes/year by 2040[15].

2. Baseline

A brief overview of the (currently limited) baseline covering the policy, legal and regulatory frameworks and management of SBMPL in shipping and fisheries sectors is presented below. More detailed accounts of the national baselines related to SBMPL-related policy, legal and regulatory frameworks and SBMPL management in each of the four countries participating in the PRO-SEAS project (Costa Rica, Jamaica, Kenya and Vanuatu) are presented in Annexes B2-B5.

(i) Relevant policy and legal frameworks

Although there have been recent policy and global initiatives (including GEF-funded projects) to address marine plastic litter originating from land-based sources, SBMPL has not been sufficiently addressed, especially in developing countries and Small Island Developing States (SIDS). The current baseline largely rests on international regulatory frameworks and voluntary instruments targeting all vessels (merchant and fishing) that prohibit the disposal of SBMPL at sea and ensure ships bring waste generated at sea to ports where they can be delivered to and treated through specific Port Reception Facilities (PRFs). These include several international instruments developed by the IMO and the FAO, which are the two main international bodies with the mandates to undertake actions and interventions to address SBMPL. These include:

- IMO International Convention for the Prevention of Pollution from Ships (MARPOL)[16], delineates specific responsibilities concerning the provision of port waste reception facilities; MARPOL Annex V on the Prevention of Pollution by Garbage from Ships (which entered into force in 1988) includes the complete ban on discharge of plastic into the marine environment. The 'Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter 1972', the 'London Convention' for short, is one of the first global conventions to protect the marine environment from human activities. The Convention has been in force since 1975. Its objective is to promote the effective control of all sources of marine pollution and to take all practicable steps to prevent pollution of the sea by dumping of wastes and other matter. In 1996, the 'London Protocol' was agreed to further modernize the Convention and, eventually, replace it. Under the Protocol, all dumping is prohibited, except for possibly acceptable wastes on the so-called 'reverse list'. The London Protocol entered into force on 24 March 2006.

- IMO Strategy[17] and Action Plan to Address Marine Plastic Litter from Ships[18], which set out ambitions to reduce marine plastic litter generated from, and retrieved by, fishing vessels; reduce shipping's contribution to marine plastic litter; and improve the effectiveness of port reception and facilities and treatment in reducing marine plastic litter. The Strategy also aims to achieve further outcomes, including: enhanced public awareness, education and seafarer training; and targeted technical cooperation and capacity-building. The Strategy and Action Plan supports IMO's commitment to meeting the targets set in the UN 2030 Sustainable Development Goal 14 (SDG 14) on the oceans;
- The 'Voluntary Guidelines on the Marking of Fishing Gear (VGMFG), developed and adopted by FAO, support provisions of FAO's Code of Conduct for Responsible Fisheries (CCRF), assist overarching fisheries management goals and addresses ALDFG through provisions relating to gear marking systems as well as retrieval and reporting of lost gear and appropriate disposal of end-of-life gear.

Other key recent SBMPL-relevant policy actions include the 2030 Agenda for Sustainable Development, particularly Sustainable Development Goal (SDG) 14.1 that seeks to significantly reduce marine pollution of all kinds, including marine debris, by 2025. In addition, the fifth session of the United Nations Environment Assembly (UNEA-5) (March 2022) agreed to establish a new international legally binding instrument on plastic pollution, including in the marine environment to address plastic production, use and waste management (Resolution UNEA 5/14), which is often referred to as the 'Global Plastics Pollution Treaty'. This instrument is still in the negotiation phase[19] with UNEA convening five sessions of the International Negotiating Committee (INC) between November 2022 to December 2024[20].

In terms of practical actions, IMO and FAO have instigated several cooperative activities to support and facilitate alignment, implementation and compliance with the above-mentioned frameworks. Principal among these is the joint IMO-FAO GloLitter Partnerships project (see Box 3), which is strongly aligned with IMO's Action Plan to Address Marine Plastic Litter from Ships, and complements actions for the fisheries sector identified by FAO, including supporting the provisions of the FAO Voluntary Guidelines on Marking of Fishing Gear (VGMFG). These initiatives have made some in-roads in addressing SBMPL globally. For instance, with the support from the GloLitter project 10 Lead Partnering Countries (LPCs) (Brazil, Costa Rica, Cote d'Ivoire, India, Indonesia, Jamaica, Kenya, Madagascar, Nigeria and Vanuatu) developed Country Assessments and National Action Plans (NAP) to address marine plastic litter from shipping and fisheries which could have regional and LME-wide impacts as well as national benefits to prevent, reduce and mitigate impacts from SBMPL. NAPs are comprised of five sections, with actions related to: (i) legal, policy and enforcement reforms; (ii) institutional capacity and reforms; (iii) education and outreach; (iv) regional and global cooperation; and (v) private sector engagement. In the case of Costa Rica for instance, the NAP identifies several areas for action, including the need to draft and enforce relevant waste management policies; upgrading or provision of facilities for SBMPL in ports; identification and registration of vessels and fishing gear with advanced technologies/systems; preparation and implementation of regulations and guidelines on the management of SBMPL and promotion of public-private partnerships to design, promote and execute programs related to the circular economy, blue economy and actions related to SBMPL.



Figure 1: IMO's GLO-Projects model

Box 3: GloLitter Partnerships project – the key baseline project for the PRO-SEAS project

The GloLitter Partnerships project (GloLitter) is the first global initiative bringing the shipping and fisheries sectors together with the goal to prevent and reduce sea-based sources of marine plastic litter (SBMPL) originating from these sectors at the national and regional levels in line with international policies and regulations, including MARPOL Annex V, LC/LP and FAO VGMFG. GloLitter started in 2020, led by IMO and implemented in partnership with FAO, with seed funding from the Government of Norway through the Norwegian Agency for Development Cooperation (NORAD). The project aims to prevent and reduce SBMPL through:

- Equipping participating countries with knowledge and tools to initiate legal, policy and institutional reforms (LPIR) in shipping and fisheries sectors to address the problems of SBMPL in line with international policies and regulations;
- Establishing public-private partnerships through engaging private industries to demonstrate best SBMPL management solutions;
- Engaging and empowering women in marine plastic litter management through a small grants program and seed-funded pilot projects; and
- Facilitating regional and global partnerships between countries and organizations to have a greater impact.

GloLitter supports 30 developing countries, including Small Island Developing States (SIDS) and Least Developed Countries (LDCs) across 13 LMEs (Pacific Ocean Basin, Canary Current, Agulhas Current, Humboldt Current, Caribbean Sea and North Brazil Shelf, Bay of Bengal, Indonesian Sea, Sulu-Celebes Sea, Gulf of Thailand, North Australian Shelf (Arafura and Timor Seas), Red Sea, Gulf of Guinea Current and Pacific Central-American Coastal) to prevent, reduce and mitigate impacts from SBMPL (identified in Transboundary Diagnostic Analyses and associated Strategic Action Programs).

With the support from GloLitter, 10 LPCs developed Country Status Assessments which identify SBMPL priorities and gaps in countries' capacities. To address the priorities and gaps, these assessments informed the development of 10 SBMPL National Action Plans (NAPs). These NAPs identify short- and long-term national and regional priorities for addressing SBMPL from shipping and fisheries sectors. Most of the GloLitter LPCs have also initiated policy and regulatory activities to develop and/or amend national legislation to reflect international legal and policy provisions on SBMPL into domestic legal and regulatory frameworks.

To build the global capacity of maritime and fisheries stakeholders GloLitter has (among other accomplishments) published 9 knowledge projects for use in capacity building events addressing SBMPL from shipping and fisheries. Additional knowledge products and e-learning courses for capacity building globally are under development. GloLitter also facilitates regional partnerships between LPCs and Partnering Countries (PCs) through regional meetings and workshops, where international expertise is shared with participants around best practices in addressing SBMPL as well as global and regionally relevant SBMPL knowledge exchange. During these regional meetings and workshops, participating countries additionally identify shared regional priorities and develop activity proposals to address these priorities. One of the major regional partnership initiatives is led by Costa Rica, where countries in the Central American region, with support from GloLitter, are working together to develop a Regional Action Plan to address SBMPL that is expected to be presented during the next UN Oceans Conference in 2025. See - <https://glolitter.imo.org/> and <https://glolitter.imo.org/resources>

ii. *Current initiatives to address SBMPL*

Efforts are being made to prevent, reduce and mitigate impacts from SBMPL by the shipping and fishing sectors at the design and manufacturing stage for plastic items or items comprising plastics used by these sectors. Examples include trialing and integrating fishing gear modifications to reduce the risk of ghost fishing if gears become ALDFG, or to facilitate the recovery of ALDFG. This can include the replacement of some plastic gear components with biodegradable materials, or integration of biodegradable components into gears that prevent and reduce the ability of ALDFG to continue to catch, ensnare or entangle target and non-target species. It can also include marking fishing gear at the design, production and assembly stages to identify ownership and position in the water, ensuring that gear can be better tracked and managed during its use (i.e., better prevent or avoid losses) or more readily recovered and returned to its owner if it does become abandoned, lost or discarded to the marine environment. FAO is contributing to improving knowledge around

and availability of alternative gear designs that prevent and reduce ghost fishing in developing countries through three pilot initiatives under the GloLitter Partnerships project. These support the testing of gear modifications with biodegradable components in small-scale artisanal gillnet fisheries in Kenya, crab pot fisheries in Indonesia and lobster trap fisheries in Brazil. Consultations and awareness-raising activities around fishing gear losses and associated environmental and socioeconomic impacts as a key source of SBMPL are being carried out simultaneously in the targeted fishing communities. FAO is also supporting a variety of activities that support implementation of the VGMFG, such as development of an e-learning course, surveys and a global database on ALDFG, knowledge product on fishing gear recycling with discussion around fishing gear marking at the design, production and assembly stages and considerations of circularity for fishing gears, national legal support to select countries to implement the VGMFG into national fisheries regulatory frameworks, among others. Together these support a systems approach to fishing gear marking, including at the design, production and assembly stage, as a key measure to prevent, reduce and mitigate impacts from ALDFG.

In terms of the shipping sector, it is worth noting that section 2 on the Management of the IMO 2017 Guidelines for the Implementation of MARPOL Annex V presents recommendations for (and encourages) ship owners, governments, port operators and others to minimize the amount of plastic used on-board that can potentially become garbage and provides a list of practical actions that can be employed to support these recommendations.

The PRO-SEAS project builds on the baseline achieved through the GloLitter Partnerships project (see Box 3). The GloLitter Partnerships Project is implemented by IMO in partnership with FAO and funded primarily by the Government of Norway through the Norwegian Agency for Development Cooperation (NORAD), with additional funding support from the Governments of Australia and Saudi Arabia. GloLitter supports 30 developing countries from 5 regions around the world in identifying opportunities to prevent and reduce SBMPL within the shipping and fisheries sectors. GloLitter is the first global initiative that addresses SBMPL from the shipping and fisheries sectors with a focus on implementation of the IMO Action Plan to Address Marine Plastic Litter from Ships, and support to countries to nationally implement relevant SBMPL legal, policy and institutional reforms in line with MARPOL Annex V, LC/LP and the VGMFG. The private sector has been engaged through the GloLitter Global Industry Alliance (GIA). The PRO-SEAS project will support implementation of existing National Action Plans (NAPs) to address SBMPL that were developed under GloLitter, including establishing environmentally sound SBMPL management systems in selected ports and SBMPL monitoring and reporting schemes.

PRO-SEAS also builds upon baselines and related work developed by UNEP's Global Partnership on Plastic Pollution and Marine Litter (GPML), with IMO and FAO supporting activities and knowledge sharing around SBMPL such as SBMPL contributions to its global digital platform and data hub, and development of SBMPL components of a MPL Massive Open Online Course (MOOC)) and efforts to address ALDFG as a key type of SBMPL by the Global Ghost Gear Initiative (GGGI). The PRO-SEAS project will build on lessons learned during the implementation of these projects and partnerships across partner countries. PRO-SEAS will also closely coordinate with the newly initiated Regional Litter-Asia (RegLitter) project implemented by IMO in partnership with FAO to share knowledge and experiences.

The PRO-SEAS project will build on this established baseline, extending it further in critical areas to address the key remaining barriers listed below. Other relevant initiatives are listed in Table 3 (section below addressing Coordination and Cooperation with Ongoing Initiatives and Project), a review of key initiatives that address the reduction, recycling and repurposing of plastics in the shipping and fisheries sectors is given in Annex B6.

3. Barriers

m, Despite the above mentioned global and national frameworks and initiatives, several key barriers continue to hinder measures to address the management of SBMPL[21] and efforts to reduce SBMPL from the shipping and fisheries sectors. These are:

- i. Weak or inadequate implementation of policy and regulatory frameworks on SBMPL at national and regional levels;
- ii. A lack of, or, where they do exist, poorly developed systems, processes, tools and information to effectively manage SBMPL;
- iii. Lack of practical opportunities for environmentally sound disposal of SBMPL and incentives to reduce the use of plastic materials and promote a circular economy for plastics used in the shipping and fisheries sectors; and
- iv. Poor knowledge and awareness among key stakeholders of the problems created by SBMPL and potential solutions to reduce SBMPL.

Barrier 1: Weak or inadequate implementation of policy and regulatory frameworks on SBMPL at national and regional levels

Barrier 1 is caused by countries' inadequate institutional expertise and human and financial resources to incorporate international SBMPL and SBMPL-related regulations, guidelines and best practices into national and regional legislative and regulatory frameworks. For example, many countries continue to lack national maritime and fisheries legal experts who are qualified and experienced in international maritime and fisheries law that can be recruited to work on and develop national legislation related to SBMPL.

Also, the SBMPL Country Status Assessments developed by many GloLitter LPCs identify either a lack of SBMPL-specific or related national maritime and fisheries regulations and laws related to the existing international instruments addressing SBMPL, including MARPOL Annex V, LC/LP, and the VGMFG. In limited circumstances where such a legal or regulatory framework exists, a lack of implementation and enforcement often exists for the existing framework(s). In the specific case of the VGMFG, which is a relatively new international guidance document to address ALDFG as a key type of SBMPL, given its formal adoption in 2018 and publication in 2019, no country in the world has yet developed a national legal and regulatory fisheries framework to facilitate the implementation of a full fishing gear marking system as outlined in the Guidelines. Table 1 summarizes the status of the integration of these key SBMPL-related international instruments in the four identified PRO-SEAS countries (Costa Rica, Jamaica, Kenya and Vanuatu) as well as their national-leadership to address this topic through the development of their SBMPL Country Status Assessments, NAPs and National Task Forces (NTFs) under the GloLitter Partnerships project.

Table 1: Status of integration of international SBMPL-related instruments: MARPOL Annex V, LC/LP, and the VGMFG, and national SBMPL Country Status Assessments and National Actions Plans.

Country	SBMPL Country Status Assessment	SBMPL National Action Plan *	MARPOL Annex V and LC/LP	VGMFG	SBMPL National Task Force
Costa Rica	Completed November 2021	2022-2024 Under implementation. First Progress Report July 2023 and Second Progress Report January 2024. Needs update with revised implementation dates and bringing in national waste management component to ensure required	Not yet adopted, however a process exists for adoption. Some national laws address topics of relevance to MARPOL Annex V.	Not fully adopted but some related legal obligations have been taken including: Board of Directors Agreement [22]	Constituted in early 2021 with meetings conducted at least 3 times per year

		treatment of plastic coming from shipping and fisheries.		INCOPESCA AJDIP-115-2016 on the Marking of Fishing Equipment of Medium-scale and Large Commercial Vessels, and the Record Book of Fishing Operations that they must fill out, which must be reported for the loss of devices.	
Jamaica	Completed December 2022	2022-2023 Adopted by Government but not yet implemented. Needs update with revised implementation dates and bringing in national waste management component to ensure required treatment of plastic coming from shipping and fisheries.	Legislation has been drafted but has not yet been adopted. Currently there is no specific timeframe for adoption.	The Draft Fisheries and Aquaculture Policy (2015) has been prepared however to strengthen provisions for the marking, documentation, and accounting of all fishing gear, the Draft Policy needs to be updated and then finalized	The NTF was established in June 2021 under the GloLitter project. In September 2023, to facilitate PROSEAS, the Task Force membership was updated to include the National Solid Waste Management Authority (NSWMA)
Kenya	Completed December 2022. However, there have been substantial relevant recent SBMPL-related activities so an update is required.	Completed December 2022. Covers period 2023-2032. Needs update with revised implementation dates and bringing in national waste management component to ensure required treatment of plastic coming from shipping and fisheries.	Not adopted. Kenya is developing regulations to operationalize MARPOL Annex 5, but needs support to complete this, as well as to implement and raise awareness around these regulations.	Not adopted. There is a need for support to build awareness on the VGMFG, provision of technical support in developing VGMFG guidance specifically for Kenyan fisheries, and piloting of VGMFG in	Established during GloLitter project in 2020 but is currently not active due to financial constraints to support meetings. Support is needed to reactivate the NTF and support meetings (at least quarterly) to provide guidance and

				some selected fisheries.	monitoring on implementation of NAP
Vanuatu	Completed May 2023	Completed May 2023 Needs update with revised implementation dates and bringing in national waste management component to ensure required treatment of plastic coming from shipping and fisheries.	Ratified the MARPOL Convention. Vanuatu needs support to operationalize MARPOL Annex V to implement and raise awareness. Regulation 3.1 (a) the disposal into the sea of all plastics, including but not limited to synthetic ropes, synthetic fishing nets, plastic garbage bags and incinerator ashes from plastic products which may contain toxic or heavy metal residues, is prohibited[23].	There is a need for support to build awareness on the requirements of MARPOL Annex 5 and the VGMFG. There is a need for provision of technical support in developing VGMFG guidance	Appointed 2022. Since then only Vanuatu Maritime Safety Authority (VMSA) and Fisheries are actively mainstreaming activities into work plans.

**In terms of the four countries participating in the PRO-SEAS project, all four also need to update their SBMPL Country Status Assessments and NAPs (see Table 1) considering the progress made in the countries on the implementation in both shipping and fisheries sectors, identifying short-, medium- and long-term priorities, including new dates for the NAPs validity and implementation as in case of Costa Rica, Vanuatu, and Jamaica. The revised NAPs will need to also take into consideration and incorporate linkages to the national waste management operations, which has not been addressed before, and ongoing relevant SBMPL-related regional activities funded by other organizations.*

Barrier 2: A lack of, or, where they do exist, poorly developed systems, processes, tools and information to effectively manage SBMPL.

The International Convention for the Prevention of Pollution from Ships (MARPOL) requires Governments of each Party to the Convention to ensure the provision of waste reception facilities according to the needs of ships using its ports, terminals or repair ports. Under MARPOL, the discharge of all plastics from ships (including fishing vessels) into the sea is prohibited. This includes all garbage that contains plastic in any form, such as synthetic ropes, synthetic fishing nets, plastic garbage bags and incinerator ashes from plastic products. However, the capacity of ships to comply with the MARPOL discharge requirements is dependent on the availability of adequate port reception facilities and their effective operation.

Of the four countries participating in the PRO-SEAS project, Costa Rica ports lack PRFs and there has been no mapping of ship waste entering or leaving its ports. To date, only ‘stations’ for collecting shipping and fishing waste have been established near the Port of Caldera in the Gulf of Nicoya, the primary Pacific port,

under the GloLitter project. Jamaica also lacks PRFs and no assessment has been conducted to evaluate the specific resource gaps and needs of PRFs in Jamaica. Kenyan ports similarly lack PRFs or functional PRF systems that encompass SBMPL collection, treatment, or environmentally sound disposal, including recycling (although there have been proposals to establish a PRF at Liwatoni Fishing Port), and mapping of vessel and waste traffic into and out of the ports has not been carried out. Whilst Vanuatu has some PRFs, none encompass SBMPL collection, treatment, or environmentally sound disposal, including recycling (indeed garbage from international ships is collected by garbage trucks or private contractors and disposed of at landfills). In addition, strategic placing and development of PRFs in cargo ports and fisheries landing sites has been identified as a priority to reduce and prevent SBMPL in the NAPs for Jamaica and Kenya.

In addition, reliable information on the quantity of the SBMPL produced and adequate monitoring tools and solutions to address SBMPL are essential to effectively manage SBMPL but are largely lacking. For instance, the GESAMP Working Group 43 identified that no global assessment of the quantities or categories of total marine plastic litter originating from shipping and fisheries sectors has been undertaken, and this is the case at a national level for all four countries participating in the PRO-SEAS project. Specifically, in terms of ALDFG, FAO has developed standardized fisher surveys designed to gather information about ALDFG causes and extent, plastics, and end-of-life (EOL) management from fisheries of all scales (the FAO Global ALDFG Surveys), which have been applied in some fisheries in Jamaica and Vanuatu in collaboration with the Global Ghost Gear Initiative (GGGI). None of the four countries however has any official registry or data repository on ALDFG.

Barrier 3: Lack of practical opportunities for environmentally sound disposal of SBMPL and incentives to reduce use of plastic materials and promote a circular economy for plastics used in the shipping and fisheries sectors.

Another key barrier to effective action is the lack of opportunities, incentives and benefits to reduce and prevent SBMPL, including a lack of incentives for establishing and utilising PRFs, monitoring SBMPL and incentivizing the use of technology to manage SBMPL (combined with a lack of knowledge of what does exist). Market-based opportunities, such as payment schemes for return of ALDFG (buy-back schemes) and potential new business ventures centred around reuse, recycling or repurposing SBMPL are under-explored, and those that exist tend to be small-scale. Broader fiscal and economic incentive schemes aimed at the general public and private sector, such as increased taxes on single-use plastics to reduce their use and tax breaks to encourage plastic recycling businesses, are promoted to differing degrees in the four participating countries but are not targeted at SBMPL. There is a particular lack of incentives and market-based opportunities to address ALDFG from Small Scale Fisheries (SSF) although models do exist that could be expanded. Costa Rica, for example, will introduce two financial incentive programs: one, spearheaded by INCOPESCA, involves utilizing government funds to provide a form of payment for environmental services to fishers, the other initiative, led by the NGO ONE SEA[24], aims to acknowledge fishers who actively collect more nets and other fishing gear (this initiative is titled ‘Recognition of Leaders Who Protect and Preserve Our Oceans’). More information on current financial and market incentives to address SBMPL, including ALDFG, in Costa Rica, Jamaica, Kenya and Vanuatu is presented in Annexes B2-B5.

Barrier 4: Poor knowledge and awareness among key stakeholders of SBMPL and potential solutions.

There is also a general lack of awareness within the shipping and fishing sectors, as well as the wider public and government decision makers, on the environmental, economic and social impacts caused by SBMPL, including effective approaches and practical solutions to address the problem, along with poor knowledge of existing opportunities and benefits derived from environmentally sound disposal of SBMPL. In addition, sources of information on best practices for addressing SBMPL are generally scattered and often difficult to access.

Furthermore there is limited capacity within the various government agencies in Costa Rica, Jamaica, Kenya, and Vanuatu with responsibility for aspects of SBMPL management to communicate to actors in the shipping and fisheries sectors (e.g. limited number of staff trained in effective communication channels and platforms such as social media and a lack of resources to fund awareness and outreach campaigns), and similarly most Civil Society Organisations (CSOs) and Non-Governmental Organisations (NGOs) in these countries have very limited resources and are usually dependent on external funding for such activities.

The need to urgently address increasing SBMPL and its management, particularly the design and introduction of appropriate practical measures, represents a significant gap (the ‘missing element’) in the global response to MPL, especially in Large Marine Ecosystems (LMEs) where threats from SBMPL are considered acute. The goal of this project is to address this gap through measures to overcome the key barriers outlined above. The project’s long-term aim is to prevent, reduce and eventually eliminate SBMPL from the shipping and fisheries sectors, contributing to achieving a healthy, resilient, plastics-free global marine ecosystem that supports a globally sustainable blue economy. If sources of SBMPL are not sufficiently addressed and effective practical solutions and incentives to better manage SBMPL within the shipping and fisheries sectors identified and implemented, then MPL will continue to accumulate in the oceans, seas and coasts. This will continue to adversely impact marine biota and degrade the marine ecosystem and have increasing negative socio- economic impacts on ocean users, particularly those coastal communities highly dependent on marine resources for their livelihood and food security, along with presenting human health risks related to threats from bioaccumulation and risks to human food sources.

4. Selection of project in preference to other potential options

The project has been designed to address the main barriers that hinder the prevention and reduction of SBMPL through approaches, interventions and solutions that have been identified as priorities at global, regional and national levels (including in agreed National Action Plans to address SBMPL). The project aims at reducing and preventing the amount of plastic that enters the marine environment from maritime and fisheries activities as well as addressing SBMPL already in the oceans originating from these sectors. Sustainable and resilient project interventions and actions include: developing effective monitoring tools; building institutional and port management capacities; developing incentives (e.g. financial, market) and opportunities to improve SBMPL treatment measures and to reduce and prevent entry of plastic litter into the marine system from shipping and fishing activities; supporting SBMPL legal, policy and institutional reforms to ensure that these interventions are well-integrated into national regulatory and management frameworks; as well as filling key information gaps on SBMPL needed for SBMPL management and supporting markets for recovered, repaired, repurposed or recycled SBMPL products.

Alternative approaches, such as increasing efforts to enforce current regulations addressing illegal dumping of marine plastics at sea (e.g. through fines) are not considered as cost-effective. Efforts to ensure compliance with regulations while boats are at sea are expensive, reactionary in approach, require earlier investments in regulatory reforms, building institutional capacity, training and awareness raising, and are unlikely to induce long-term behavioural change among stakeholders to support transition of the shipping and fisheries sectors towards a low marine plastic litter future.

The PRO-SEAS will be a global project bringing together lead agencies for shipping (IMO) and fisheries (FAO) to address the global problem of SBMPL in coordination with environment, port and waste management authorities to holistically address this issue across all relevant sectors both at sea and onshore. It offers the four countries the opportunity to receive assistance in implementation of the NAPs developed under the GloLitter, and look at the management of the SBMPL at the national level. The project builds on the baseline results and achievements of the GloLitter project and the strong working relationships established in the target countries under the project. Importantly, the four target countries (Costa Rica, Jamaica, Kenya and

Vanuatu) in the PRO-SEAS project have demonstrated their full commitment to SBMPL legal, policy and institutional reforms and other SBMPL prevention, reduction and mitigative interventions since the inception of the GloLitter initiative and consistently exhibited leadership on this issue through the project's lifetime. These four countries expressed their commitment and readiness to engage in the PRO-SEAS project as they are being increasingly exposed to and adversely affected by transboundary SBMPL inputs and impacts and are particularly dependent on marine resources for their sustenance, food security and livelihoods.

5. Stakeholders and their roles

Engaging all relevant stakeholders including government authorities, regulators, the private sector, NGOs, civil society and researchers in project activities at the national, regional/LME and global levels is critical to delivering project's proposed system-wide interventions and ensuring a holistic response to deliver Global Environmental Benefits (GEBs) arising from the effective reduction of SBMPL. At the national level these stakeholders include: Maritime Administrations, Ports Authorities, Fisheries Authorities, Environment Authorities, waste management entities (public and private), SBMPL researchers the business community addressing locally produced and relevant alternatives to the use of plastic in the shipping and fisheries sectors, and the private sector engaged in SBMPL reduction, reuse, repair, repurposing and recycling. Other stakeholders such as individual ports (public and private), and local shipping and fishing companies will be engaged. Regional bodies and programmes concerned with the governance and management of SBMPL and LMEs are a key stakeholder at the regional level, including Regional Seas Bodies/Programmes due to their involvement in related MPL activities and awareness raising, and Regional Fisheries Bodies, including regional fisheries management organisations and arrangements (RFMO/As) due to their mandate to issue binding and voluntary recommendations governing fisheries management and fishing gears use in specific fisheries.

Globally the key United Nations organizations addressing marine plastic litter are IMO, FAO and UNEP (including through the Global Partnership on Plastic Pollution and Marine Litter - GPML and GRID-Arendal), each with existing policies and programmes to address SBMPL (IMO with shipping activities, FAO with fisheries activities, UNEP with the intersection of land-based management and coastal zones).

The PRO-SEAS project will also develop strong partnerships with the private sector. Private sector involvement and investment is especially needed to move towards greater adoption of reduced plastic options in shipping and fisheries sectors (e.g. repairing, repurposing or recycling fishing gears) and more effective SBMPL management, and importantly for the scaling up and sustainability of PRO-SEAS project successes. Specifically, the project will engage the private sector through the Global Industry Alliance (GIA), bringing together private companies involved with shipping and fisheries activities.

A detailed stakeholder analysis and Stakeholder Engagement plan (SEP) are presented in Annex J (Uploaded to both the portal and the submission roadmap).

6. Fit within the current landscape of investments, country priorities and lessons learned from previous projects

The PRO-SEAS project will complement the current landscape of (limited) investments in addressing SBMPL and help stimulate further (targeted) investments to address SBMPL, and fits with global, regional and national priorities related to minimizing the impacts of SBMPL.

At the global level, the PRO-SEAS project helps to implement IMO (2018) Action Plan on Marine Plastic Litter through addressing inter alia: (i) the limited availability and low functionality of Port Reception Facilities (PRFs); (ii) the need to mark fishing gear (to support monitoring of disposal and recycling of old gear); (iii) the need to increase awareness of the impact of MPL among seafarers; and (iv) the call to strengthen international cooperation particularly with FAO and UN Environment Program. Similarly, the project helps meet the call by FAO's Committee of Fisheries (COFI) to undertake work to quantify the impacts of ALDFG and develop and document best practices for addressing ALDFG, including the recovery and recycling of gear and the use of biodegradable gear to minimize marine plastic pollution, and to support implementation of the VGMFG, which offers comprehensive guidelines to prevent, minimize and recover ALDFG.

COFI members called for an agenda item on Marine Plastic Pollution and Fisheries and Aquaculture for its 36th session in July 2024, showing the interest among fisheries authorities in this subject. Moreover, the 43rd session of the FAO Conference in July 2023 requested FAO to develop a Voluntary Code of Conduct for the sustainable use and management of plastics in agriculture, which is under preparation and is likely to include a section on plastics in fisheries.

At the national level, the PRO-SEAS project has been specifically designed to support the implementation of priorities identified in each of the National Action Plans to address SBMPL (NAPs) in Costa Rica, Jamaica, Kenya, and Vanuatu, developed under the GloLitter project. These include priorities and actions around the development of legal, policy and institutional reforms to domesticate and implement relevant SBMPL-related international instruments; capacity building for the development of Port Waste Management Plans (PWMPs) and equipping PRFs to effectively manage SBMPL; implementation of gear marking systems to prevent, reduce and recover ALDFG; and the need for guidance on fishing gear recycling best practices. See Annex B2-B5 for more on national policy and legal frameworks covering SBMPL management. These priorities are reflected in the design of the PRO-SEAS project. The project focuses on countries that exhibited leadership and ownership around SBMPL-initiatives at national and regional scales under the GloLitter project, who have expressed interest and commitment to the PRO-SEAS project to continue to progress actions to address SBMPL and share lessons learned and progress regionally and globally, including providing support for and collaboration with other countries in their LME(s).

7. Coordination and Cooperation with Ongoing Initiatives and Project

The project will collaborate with several ongoing initiatives, building on their achievements and ownership, particularly those where IMO or FAO are already actively involved. These include cooperation with the following ongoing initiatives and projects:

The GloLitter Partnerships Project (see Box 2) (referred to in this document as GloLitter) which is implemented by IMO in partnership with FAO and funded primarily by the Government of Norway through the Norwegian Agency for Development Cooperation (NORAD), with additional funding support from the Governments of Australia and Saudi Arabia. GloLitter supports 30 developing countries from 5 regions around the world in identifying opportunities to prevent and reduce SBMP, within the shipping and fisheries sectors. GloLitter is the first global initiative that addresses SBMPL from the shipping and fisheries sectors with a focus on implementation of the IMO Action Plan to Address Marine Plastic Litter from Ships, and support to countries to nationally implement relevant SBMPL legal, policy and institutional reforms in line with MARPOL Annex V, LC/LP and the VGMFG. The private sector has been engaged through the GloLitter Global Industry Alliance (GIA). The PRO-SEAS project will support implementation of existing National Action Plans (NAPs) to address SBMPL that were developed under GloLitter, including establishing environmentally sound SBMPL management systems in selected ports and SBMPL monitoring and reporting schemes.

The **Joint Group of Experts on the Scientific Aspects of Marine Environmental Protection (GESAMP)** will provide scientific advice to the PRO-SEAS project, particularly through GESAMP Working Group 43 on sea-based sources of marine litter which is co-sponsored by IMO and FAO and aims to build a broader understanding of SBMPL, particularly from the shipping and fishing sectors.

Global Partnership for Plastic Pollution and Marine Litter (GPML) is multi-stakeholder partnership that seeks to prevent and reduce MPL by bringing together all the actors working on marine litter and plastic pollution. The GPML provides a platform for cooperation and coordination, knowledge and idea sharing and identification of MPL gaps and emerging issues. It also harnesses the expertise and resources from the many different stakeholders. IMO and FAO contribute leadership and information specifically around SBMPL from the shipping and fisheries sectors. The UNEP acts as the GPML Secretariat.

The Global Ghost Gear Initiative (GGGI) is the only cross-sector stakeholder alliance focused on addressing the problem of ALDFG worldwide. FAO and IMO have partnered with the GGGI on several initiatives, including carrying out the FAO Global ALDFG Surveys, a pilot project on gear marking in SSF, and, under the GloLitter project, the implementation of a small grants program to support women-led projects that address and manage SBMPL, particularly in the form of ALDFG.

The Regional Seas Programme of UN Environment. The PRO-SEAS project, in collaboration with UNEP and through the GPML, will complement efforts to address SBMPL through the Regional Seas Convention Secretariats, including harmonization with existing MPL regional action plans.

The Regional Fishery Body Secretariats' Network (RSN) includes all RFBs (and RFMOs). Through this Network, the PRO-SEAS project will disseminate information on the use of plastics in fisheries, ALDFG and ghostfishing, options to reduce plastic waste generated from fishing operations, and measures to increase collection and repair, recycling and repurposing of end-of-life/obsolete gears and plastic waste from fishing activities.

The project will also link with the **FAO Blue Ports Initiative** through its activities related to Port Reception Facilities, and a variety of partner CSOs and NGO such as the Alianza Latinoamericana para la Pesca Sostenible (ALPESCAS), particularly through connecting with its fishing net collection and recycling programmes as well as fishing gear management and circularity initiatives.

The project will also collaborate with the **FAO-GEF Common Oceans program**[25], which promotes the sustainable use of marine resources and biodiversity conservation in the ocean areas beyond national jurisdiction (ABNJ). The PRO-SEAS project will particularly link with the elements of the Common Oceans program that are seeking to improve tuna and deep-sea fisheries management and reduce their environmental impact, which involve the RFBs and RFMOs associated with tuna and deep sea fisheries, as well as the element focused on capacity building of experts and stakeholders on issues such as illegal, unreported and unregulated (IUU) fishing, seabed disturbance, marine and land-based pollution and climate change.

More detail around the level of involvement of the above key partners and other projects that will be engaged during the project is given in Annex J, which presents the Stakeholder Engagement Plan.

8. Policy Markers

The OECD Development Assistance Committee (DAC) Policy Markers, or simply Policy Markers (PM), are policy objectives, or intended objectives of an investment. These policy objectives are the Rio Markers (Biodiversity, Climate change mitigation, Climate change- adaptation, Desertification), Gender equality,

Nutrition and Disaster risk reduction. Aside from the DAC Policy Markers, FAO also introduced two policy markers for internal use - Food Security and Rural Development.

For PRO-SEAS, the following policy markers have been identified as relevant:

- Biodiversity policy marker (OECD-DAC: 5) (2 - Principal objective). The Biodiversity policy marker indicates that this project promotes at least one of the three objectives of the Convention on Biological Diversity. PRO-SEAS contributes to the conservation of biodiversity through the prevention and reduction of the impacts associated with plastic pollution.
- Food Security policy marker (FAO) (1 - Significant objective). This policy marker relates to a cross-sectoral objective covering all activities and sectors aimed at improving food security. PRO-SEAS will indirectly contribute to food loss reduction through the reduction of ALDFG impacts, in particular, the reduction of ghost fishing of commercial species.
- Rural Development policy marker (FAO) (1 - Significant objective). This is a cross-sectoral objective covering all activities and sectors aimed at developing rural areas, defined as non-urban areas with human population. This marker is linked to PRO-SEAS component number 3, which includes an important element of empowerment of rural women (notably in coastal communities involved in the project).

References

- [1] Excel list of PPAs and SDGs targets used in FPMIS module.
- [2] In the context of the PRO-SEAS project 'SBMPL management' includes reducing, reusing, recycling, repurposing as well as disposal of SBMPL.
- [3] GESAMP (2021). "Sea-based sources of marine litter", (Gilardi, K., ed.) (IMO/FAO/UNESCO-IOC/UNIDO/ WMO/IAEA/UN/UNEP/UNDP/ISA Joint Group of Experts on the Scientific Aspects of Marine Environmental Protection). Rep. Stud. GESAMP No. 108, 109 p.
- [4] NOWPAP MERRAC (Marine Environmental Emergency Preparedness and Response Regional Activity Centre the Northwest Pacific Action Plan), 2015. Best Practices in dealing with Marine Litter in Fisheries, Aquaculture and Shipping sectors in the NOWPAP region. Report of the Northwest Pacific Action Plan (NOWPAP MERRAC), 60 pages. (http://merrac.nowpap.org/merrac/publication/select_marineLitter_list?PHPSESSID=fc677c58d8864165ec92b9551d273513).
- [5] See - 2018 Impact Assessment accompanying the proposal for an EU Directive on port reception facilities for the delivery of waste from ships (repealing Directive 2000/59/EC and amending Directive 2009/16/EC and Directive 2010/65/EU); MARWAS (Annex I-IV waste); Annex V waste estimates are based on Eunomia (2016). A model applied in the context of the Impact Assessment support study (Ecorys 2017), that calculated volumes of waste generation onboard vessels and estimates of expected waste delivery volumes at 29 ports, which together represent 35% of the throughput of all EU merchant ports located across the EU. The European Commission (DG ENV) study "to support the development of measures to combat a range of marine litter resources" (Eunomia 2016). The studies/models above are mentioned in the GESAMP report which estimated that only between 60,000 and 300,000 tonnes, i.e. 7% to 34% of the total to be delivered annually in Europe.
- [6] <https://gis.imo.org/Public/Default.aspx>.
- [7] Richardson, K., Wilcox, C., Vince, J., & Hardesty, B. D. (2021). Challenges and misperceptions around global fishing gear loss estimates. *Marine Policy*, 129, 104522. <https://doi.org/10.1016/j.marpol.2021.104522>.
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- [9] FAO, 2024. Marine Plastic Pollution and Fisheries and Aquaculture. Working paper for the 36th session of the FAO Committee on Fisheries, 8-12 July 2024, Rome, <https://www.fao.org/fishery/en/meeting/41443>
- [10] Kuczynski, B., Vargas Poulsen, C., Gilman, E. L., Musyl, M., Geyer, R., & Wilson, J. (2022). Plastic gear loss estimates from remote observation of industrial fishing activity. *Fish and Fisheries*, 23(1), 22–33. <https://doi.org/10.1111/faf.12596>
- [11] MEPC 83 44 (imo.org)
- [12] <http://www.gesamp.org/site/assets/files/2213/rs108e.pdf>
- [13] <https://www.bimco.org/news/priority-news/20210728---bimco-ics-seafarer-workforce-report>
- [14] <https://www.sciencedirect.com/science/article/pii/S2590198223002324>
- [15] UNEP 2021 - From Pollution to Solution: A global assessment of marine litter and plastic pollution. <https://www.unep.org/resources/pollution-solution-global-assessment-marine-litter-and-plastic-pollution>
- [16] [https://www.imo.org/en/about/Conventions/Pages/International-Convention-for-the-Prevention-of-Pollution-from-Ships-\(MARPOL\).aspx](https://www.imo.org/en/about/Conventions/Pages/International-Convention-for-the-Prevention-of-Pollution-from-Ships-(MARPOL).aspx)
- [17] <https://wwwcdn.imo.org/localresources/en/MediaCentre/HotTopics/Documents/marine%20litter/STRATEGY%20TO%20ADDRESS%20MARINE%20PLASTIC%20LITTER%20FROM%20SHIPS.pdf>
- [18] <https://wwwcdn.imo.org/localresources/en/MediaCentre/HotTopics/Documents/IMO%20marine%20litter%20action%20plan%20MEPC%2073-19-Add-1.pdf>
- [19] <https://www.unep.org/inc-plastic-pollution>
- [20] The INC4 met in Ottawa in April 2024, following the first three sessions of the committee in Punta del Este (1st Session, November 2022), Paris (2nd Session, May 2023) and Nairobi (3rd session, November 2023). At INC4 it was proposed to move fishing gear from Part 9 (waste management) to Part 8 (emissions) of the future instrument, which would address the full-life cycle of plastic pollution in the marine environment. The current (April 2024) draft text includes several references to the FAO and the IMO, including voluntary instruments adopted by the FAO and mandatory instruments adopted by the IMO, such as listed above. The negotiations are ongoing. It is clear that the important roles of IMO and FAO in the prevention and reduction of SBMPL

are recognized in the INC process.

[21] In the context of the PRO-SEAS project 'SBMPL management' includes reducing, reusing, recycling, repurposing as well as disposal of SBMPL.

[22] Instituto Costarricense de Pesca y Acuicultura

[23] Republic of Vanuatu. (2020). Vanuatu National Plastics Strategy (2020-2030). Draft for comment (31/01/2020).

[24] OneSea | 'Conectando Vidas al Océano'

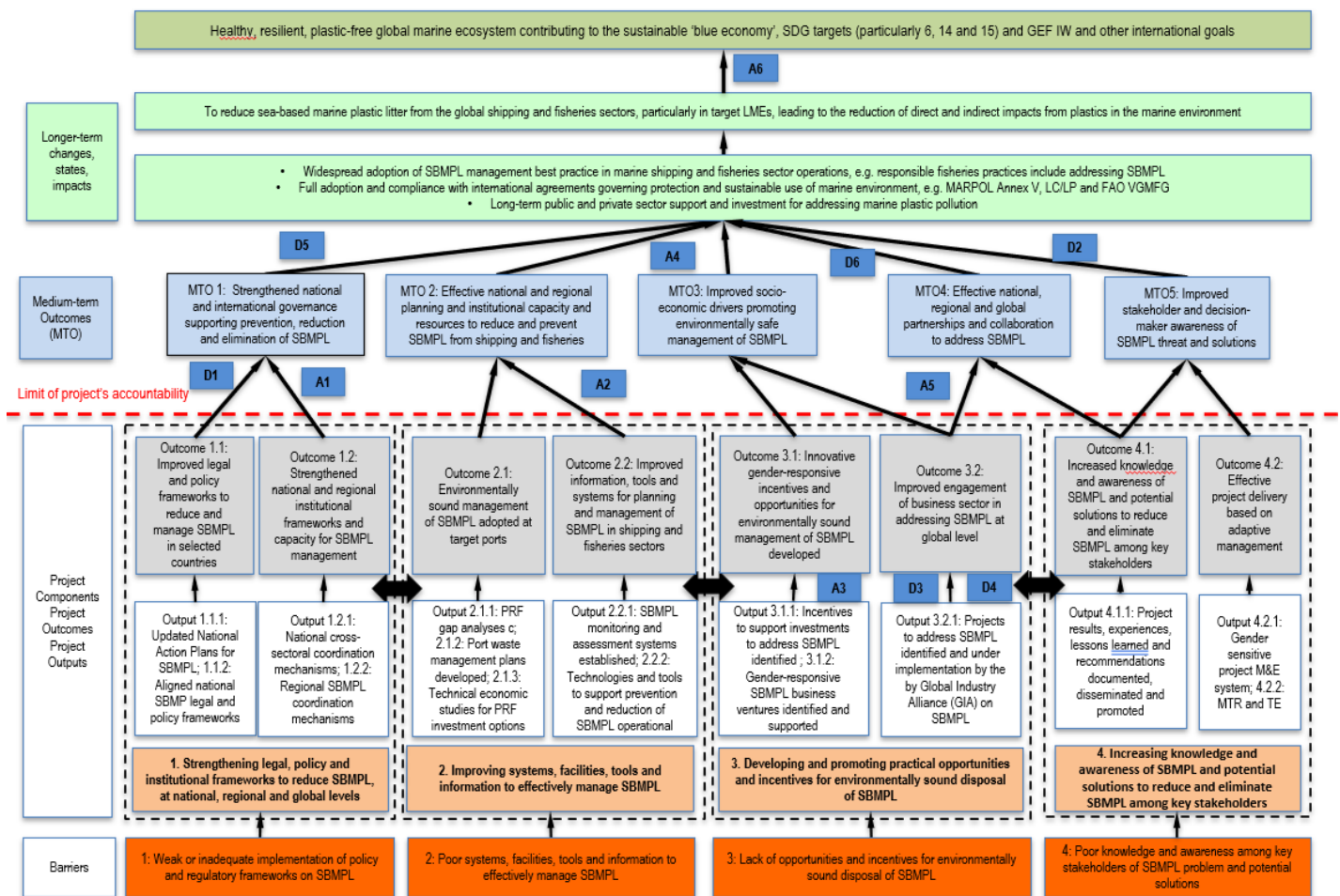
[25] <https://www.fao.org/in-action/commonoceans/en/>

B. PROJECT DESCRIPTION

This section asks for a theory of change as part of a joined-up description of the project as a whole. The project description is expected to cover the key elements of good project design in an integrated way. It is also expected to meet the GEF's policy requirements on gender, stakeholders, private sector, and knowledge management and learning (see section D). This section should be a narrative that reads like a joined-up story and not independent elements that answer the guiding questions contained in the guidance document. (Approximately 3-5 pages) see guidance here

B1. Project approach and Theory of Change

The project's overall approach is to support implementation of respective major international instruments, regulations, action plans and guidance, which provide the best available approaches and international guidance to reduce, prevent and mitigate impacts from SBMPL. This notably includes provision of support to PRO-SEAS project countries to implement MARPOL Annex V, LC/LP, the IMO Action Plan to Address Marine Plastic Litter from Ships and the FAO Voluntary Guidelines on the Marking of Fishing Gear (VGMFG). It also includes support to PRO-SEAS project countries and regions, including LMEs, to create regional and global partnerships, knowledge development and capacity building that will facilitate common and effective regional approaches to address SBMPL.



Simplified set of key assumptions and drivers

Assumptions

- A1. Continued public and private stakeholder buy-in and engagement in the target countries to implement SBMPL reforms
- A2. Sufficient continued government maritime and fisheries agencies' capacity (human and financial resources) to implement in SBMPL reforms
- A3. Social and cultural barriers do not prevent women and minority groups from effectively engaging in actions to address SBMPL
- A4. Markets and economic case for SBMPL can be sufficiently developed and investment maintained to provide long-term secure sources of income for businesses connected with environmentally safe disposal of SBMPL, particularly for the benefit of women (so low likelihood of an economic crash)
- A5. Countries continue to see the value of, and commit resources for, regional cooperation and collaboration on international arrangements to address SBMPL
- A6. Future climate change impacts do not irreversibly affect the structure and function of the LME targeted

Drivers

- D1. International policies and regulations governing marine pollution (e.g. MARPOL Annex V, LC/LP, FAO VGMFG, UNEA resolution (5/14) and BBNJ process)
- D2. Increasing awareness among public and private sectors of the damage caused by marine plastic litter to the marine environment and national and global blue economies (particularly SIDS), the opportunities offered by the blue economy and need to manage coastal and marine resources sustainably, together with increased promotion of the value of marine ecosystems by number of global level initiatives such as the High-Level Panel on Sustainable Ocean Economy
- D3. Growing interest among private sector shipping and fisheries in environmentally responsible practices, innovation and business opportunities to reduce and recycle SBMPL
- D4 – The maritime and fishing industries (particularly the industrial fisheries) is keen to reduce operational (ultimately financial) costs attributed to capture and entanglement with marine plastic litter
- D5. Fisheries sector specific - increasing global demand for premium certified fish from fisheries that seek to reduced ALDFG (Global Ghost Gear Initiative – GGGI)
- D6. Regional initiatives and forums, notably LME SAPs, promoting regional visions, building capacity and facilitating increased inward investment for addressing marine pollution, along with international commitments governing sustainable development, e.g. SDGs

Figure 2: Theory of Change for the PRO-SEAS project [26] (A = Assumption; D = Driver – see Annex O for key to figure)

The project has four Components, with each component addressing a specific SBMPL-barrier:

1. Strengthening legal, policy and institutional frameworks to reduce SBMPL at national, regional and global levels, including in LMEs;
2. Improving systems, facilities, tools and information to effectively manage SBMPL[27] ;
3. Developing practical opportunities and incentives for environmentally sound management of SBMPL; and
4. Increasing knowledge and awareness of SBMPL and solutions to reduce and eliminate SBMPL among key stakeholders, which includes the project's Monitoring and Evaluation (M&E) framework.

The types of ship that may be included in the project are: (i) marine transport vessels, including cargo ships and inter-island passenger ferries and (ii) fishing vessels, including from large and small-scale fisheries, and industrial and artisanal fisheries.

Achievement of the immediate project outcomes above will contribute to wider changes and impacts over the longer term. Briefly, the outcomes associated with Component 1 will combine to strengthen national and international governance supporting the prevention, reduction and elimination of SBMPL (see Medium-term Outcome 1, MTO1, Figure 1). Outcomes under Component 2 will contribute to delivering more effective national and regional planning and institutional capacity and resources (including improved tools and systems) to reduce and prevent SBMPL from shipping and fisheries (MTO2). Project outcomes under Component 3 will contribute to improving socio-economic drivers (such as economic incentives) that support environmentally safe disposal of SBMPL (MTO3), as well as contributing to more effective national, regional and global partnerships and collaboration to address SBMPL (MTO4). Project efforts to support Knowledge Management under Component 4 will improve stakeholder and decision-maker awareness of SBMPL threats and solutions as well as contributing to improved partnerships.

Combined with additional external inputs (such as other national and donor-funded initiatives involving other actors), the project's outcomes would be expected to lead to wider impacts. Specifically, these are the widespread adoption of SBMPL management best practice in marine shipping and fisheries sector operations (e.g. responsible fisheries practices address SBMPL) and full adoption and compliance with international agreements governing protection and sustainable use of the marine environment, notably MARPOL Annex V, LC/LP and FAO VGMFG. These will contribute to the project's ultimate long-term 'situation sought' goal of a reduction and eventual elimination of SBMPL from shipping and fisheries sectors and consequently reduced impacts from plastics in marine environment. Together, these will contribute to the GEF IW Objective 1 to strengthen national and regional Blue Economy opportunities. However, the achievement of the immediate project outcomes and progress towards the project objective and longer-term impacts depends on several wider assumptions being met and impact drivers operating that may make progress along the causal chains more likely (see Annex O).

10. Project Components

Component 1: Strengthening legal, policy and institutional frameworks to reduce SBMPL at national, regional and global levels

Component 1 aims to fill governance gaps of SBMPL management at national and regional levels. The strategy of Component 1 is that by strengthening existing weak or inadequate legal, policy and institutional frameworks (Barrier 1) this will reduce SBMPL at national, regional and global levels. This will be achieved by supporting the integration and implementation of international best practice and guidelines into these

frameworks, such as through the implementation of the FAO VGMFG (being supported in all four Components).

Outcome 1.1: Improved legal and policy frameworks to reduce and manage SBMPL in selected countries.

The project will identify regulatory and policy gaps at the national level in the four participating countries and then provide assistance to implement policy and legal reforms with a focus on effective implementation of MARPOL Annex V and LC/LP, including promoting section 2 on the Management of the IMO 2017 Guidelines for the Implementation of MARPOL Annex V on practical measures to minimize the amount of plastic used on-board ships that can potentially become garbage. In terms of addressing ALDFG from a policy perspective, the project's main approach will be through prevention and reduction, including the promotion of fishing gear marking systems in collaboration with relevant stakeholders in selected countries as recommended in the annex of the VGMFG and supplement 1 to the Guidelines. The Guidelines, besides helping to prevent and reduce ALDFG, can also support fisheries management frameworks providing a better control of the fishing effort and a means to prevent IUU fishing. This outcome has two associated Outputs. More details of the specific activities to deliver these outputs to be undertaken in each of the four participating countries (identified as priorities for the PRO-SEAS project by Costa Rica, Jamaica, Kenya and Vanuatu) are given in Annex E.

Output 1.1.1 - National Action Plans (NAPs) to address SBMPL in selected countries updated, with identification of activities and priorities that would benefit from project support for implementation in alignment with project components, outcomes and outputs. A NAP identifies actions required to prevent and reduce marine plastic litter from sea-based sources, identifies responsibilities and priorities, and establishes a monitoring mechanism on implementation of those actions more effectively. The project will guide target countries to further develop or update the NAPs that were developed under the GloLitter to ensure they are specific in terms of goals, actions, timeframes, roles and responsibilities and bring circular economy approach to addressing SBMPL, including cooperation with the national waste management authorities, and reflecting the need of engaging women and youth and other stakeholder groups that often do not have an opportunity to participate in the decision making in addressing SBMPL (see Table 1 above). Updating the NAPs, will involve a close working relationship between maritime administration, port authorities, fisheries and waste management authorities, shipping and fisher group representatives to agree to the developed policies, strategies and action plan. The NAP updates will also include identification of activities and priorities that would benefit from project support for implementation, in alignment with project components, outcomes and outputs.

Output 1.1.2 - National SBMPL legal and policy frameworks instruments drafted and/or updated in line with existing international instruments governing SBMPL (including MARPOL Annex V, LC/LP, FAO VGMFG) in selected countries. The project will guide target countries in developing legislation and policy that is compliant with international regulatory frameworks and where appropriate will support their adoption of those at the national level. New regulations/amendments will be developed in consultation with relevant stakeholder groups such as NTF with the support from the PRO-SEAS recruited consultants. Among other things, activities under this output will also include providing training and awareness courses on MARPOL Convention and the VGMFG to Government agencies, legal support for the drafting of legislation to adopt Annex V Provisions of the MARPOL Convention and to develop lost fishing gear reporting requirements and integrate reporting into fisheries regulations.

Outcome 1.2: Strengthened national and regional coordination for SBMPL management.

To effectively implement the national and regional agreements, policies and regulations there will need to be a close working relationship between relevant national authorities, for example through establishing or strengthening National Task Forces (NTF) to agree on the development of policies, strategies and a national action plan for SBMPL and ongoing implementation and monitoring. The project will provide support for improved, regular communication and coordination at the national level which will ensure key stakeholders (e.g. maritime transport, fisheries, coast guard and environment agencies, private sector) are effectively engaged in SBMPL management measures. Project activities will also strengthen regional body mechanisms to address SBMPL in coordination, particularly in relation to efforts by UNEA and UNEP's GPML and others (Regional Seas, Regional Fisheries and LME bodies). This Outcome has two associated Outputs. More details of the specific activities to deliver these Outputs to be undertaken in each of the four participating countries (identified as priorities for the PRO-SEAS project by Costa Rica, Jamaica, Kenya and Vanuatu) are given in Annex E.

Output 1.2.1 – National cross-sectoral coordination mechanisms for addressing SBMPL management established and operational. The project will support the strengthening of a national cross-sectoral coordination body, such as NTF, that includes (senior) representatives from the maritime transport, fisheries, environment agencies, waste management authorities, and representatives from private sector shipping and fisheries groups, and encourage ongoing coordination within existing ocean policy and planning mechanisms. Activities will include capacity building and raising awareness for relevant stakeholders to support the implementation of relevant frameworks developed under Output 1.1.2, including on the MARPOL Convention, London Convention, and the VGMFG.

Output 1.2.2 - Regional coordination mechanisms to address SBMPL management established or facilitated. The project will promote the inclusion of SBMPL within existing regional mechanisms and bodies. The regional bodies will be engaged to disseminate project results to other (non-project) countries in the region and to support collaborative efforts to address common challenges on SBMPL, including preparing and coordinating with the countries in their regions for more effective implementation of the relevant international regulatory frameworks through knowledge and information sharing during the PRO-SEAS organized regional meetings and workshops.

During the PPG phase, discussions were held with several regional and global bodies/organizations that have ongoing or planned initiatives related to plastic waste management from sea-based sources to explore possible collaboration (more details on consultations with these groups are given in Stakeholder Engagement Plan in Annex J). These included:

- For Central America and the Caribbean – WECAFC, COCATRAM, OSPESCA, Gulf and Caribbean Fisheries Institute and UNEP's Caribbean Environment Programme (CEP), UNDP Costa Rica, and ALPESCAS;
- For East Africa - Sustainable Seas Trust (SST);
- For the Pacific: SPREP and OSEAN.
- At global level: UNEP, Global Ghost Gear Initiative, International Seafood Sustainability Foundation (ISSF), World Maritime University (WMU), Catchgreen, and Baltic and International Maritime Council (BIMCO).

During the project's implementation phase other joint collaborations will be established at regional level, depending on the regional activities agreed among the Project Steering Committee. These may include:

- Regional Fisheries Bodies (RFBs) and Regional Fisheries Management Bodies (RFMOs): the Western Central Atlantic Fishery Commission (WECAFC), the Caribbean Regional Fisheries Mechanism (CRFM), Inter-American Tropical Tuna Commission (IATTC), International

Commission for the Conservation of Atlantic Tunas (ICCAT), Indian Ocean Tuna Commission (IOTC), Southwest Indian Ocean Fisheries Commission (SWIOFC, and Western and Central Pacific Fisheries Commission (WCPFC);

- Strong linkages are also foreseen with other UNEP's Regional Seas Programs as the Nairobi Convention and civil society organisations including the Caribbean Network of Fisherfolk Organizations (CNFO), Western Indian Ocean Marine Science Association (WIOMSA) together with intergovernmental bodies such as The Pacific Community (SPC), and academic bodies including AZTI and Dsolve Centre for Research-based Innovation.

The project will also explore collaboration in the implementation of regional plans where SBMPL has been identified as a priority. This will include the Regional Action Plan for Marine Litter Management (RAPMaLi) for the Wider Caribbean Region (RAPMaLi 2014)[28] and Western Indian Ocean Region (WIO-RAPMaLi 2019-2023) which were developed through the UNEP's Regional Seas Programme in response to significant amount of litter accumulating in our oceans, as well as potential collaboration with the 'Plastic Waste Minimization Project', which is also a UNEP-led initiative, to expand the activities of the project on SBMPL.. COCATRAM/OSPESCA are developing a Central American Regional Action Plan for SBMPL 2024-2026 and it is expected to be under implementation from the end of 2024.

Several specific project activities have been identified that might be undertaken in some of the project countries/regions jointly with the above regional and/or global bodies. These include project activities to be considered in partnership with the International Seafood Sustainability Foundation (ISSF), including:

- Capacity-building workshops for skippers, fishing companies, managers, and other stakeholders to address SBMPL in fisheries, which will focus on fisheries in the three LME regions and several RFMO regions covered by the project;
- Fish Aggregating Device (FAD) retrieval Workshops to develop best practices for the design and management of FAD retrieval programs, aiming to address SBMPL originating from FADs, targeted at PRO-SEAS participating countries, relevant RFMOs, fishing companies, FAD/buoy manufacturers, other NGOs working on FADs, scientists working on FAD retrieval, and fishing companies; and
- At-sea trials of biodegradable FADs which will help promote the uptake of biodegradable FADs as well as the implementation of policies that mitigate the impact of FADs on sensitive marine habitats, which would be particularly targeted at RFMOs, fishing and processing companies, FAD/buoy manufacturers and NGOs working on marine debris.

Component 2: Improving systems, facilities, tools and information to effectively manage SBMPL

The strategy of Component 2 is to provide sufficient capacity – technologies/tools, upgraded operations, more technically skilled personnel – to ensure that SBMPL is more effectively managed. Component 2 includes a focus on increasing availability and efficient operations of Port Reception Facilities (PRF) that can receive and sustainably dispose of SBMPL in close integration with national waste management policies and action plans. It also addresses the lack of information on volumes, types and impacts of SBMPL (the project will provide these through enhanced monitoring systems at ports in particular) that stakeholders need to make effective management decisions and develop targeted actions to address the management of SBMPL, including the potential for reduce, reuse, recycle and repurpose schemes for SBMPL.

Outcome 2.1: Environmentally sound management of SBMPL adopted at target ports

The focus of this Outcome will be on PRF gap analysis, as well as building the capacity for effective management of the PRFs in target countries. Candidate sites have been identified but the final decision on which PRFs will be a focus for the project will be taken in the first three months of project implementation (See Annexes E1-E4 for details). Activities include an assessment of the specific capacity and resource gaps and needs of PRFs in the target countries. Selected ports will be used to demonstrate how to develop effective PRF systems that can address SBMPL collection, treatment and environmentally sound disposal (including recycling where appropriate). More details of the specific activities to deliver these Outputs to be undertaken in each of the four participating countries (identified as priorities for the PRO-SEAS project by Costa Rica, Jamaica, Kenya and Vanuatu) are given in Annexes E1-4. Associated Outputs are given below.

Output 2.1.1 - Port Reception Facility (PRF) gap analysis conducted. The project will conduct techno-economic studies related to improving the operations of existing or establishing PRFs and their connectivity to disposal options. The final selection of PRFs that will be the focus of the project will be agreed at the beginning of project implementation with the relevant country. Among the activities under this Output are assessments of ship traffic, waste types and amounts generated, and disposal requirements, capacity and resource gaps, and needs of Port Reception Facilities (PRFs) and fisheries landings sites to address SBMPL. Once this analysis is completed, national port-waste reception facilities plans and a cost recovery system, ensuring the maximum amount of MARPOL Annex V ship generated waste is delivered to PRFs, can be designed.

Output 2.1.2 - Port Waste Management Plans (PWMP) developed in coordination with relevant competent authority to facilitate implementation. To accept, store, treat and dispose of SBMPL from the shipping and fisheries sectors PRFs need to have effective PWMPs in place. The project will help ports to improve their operations through developing PWMPs that meet international standards with resource needs identified. This activity will require close cooperation with the national waste management authorities to ensure proper disposal of waste. To ensure this cooperation the National Task Force (NTF) of the four countries that are partnering with the PRO-SEAS project – Costa Rica, Jamaica, Kenya and Vanuatu - will include representatives of all authorities mandated to address marine pollution and waste management (including the plastics industry). Among other activities, this Output will include support for the drafting of manuals and plans for the effective implementation of waste reception facilities in ports according to Annex V of MARPOL and developing national guidelines for the implementation of onboard garbage management plans. The PRO-SEAS project will also consider potential measures for waste management plans at fisheries landing sites used by smaller fishing communities where PRFs are not available. These plans will be developed with insights from fishers and local authorities through workshops or focused consultation with leaders of fisher organizations and local waste managers, with support from the project to develop the plans with commitment from all parties.

Output 2.1.3 - Technical-economic studies of the potential for investment to upgrade and/or establish PRF systems to sustainably manage SBMPL in selected countries. In the four participating countries, responsibility for funding the construction of PRFs lies with the Government (under ministry of public works, port authorities, blue economy or other relevant government ministries or agencies). However, the lack of government finance means that there are often concessionary arrangements with the private sector, who fund the cost of terminals through tariffs. The PRO-SEAS project will support efforts to identify and facilitate financing for proposed PRFs building on feasibility studies undertaken under 2.1.1 including examination of the feasibility of establishing PRFs at selected primary and secondary ports, fishing ports and landing beaches. However, in order to best effectively assist with the mobilization of investments for these PRF developments and/or upgrades from relevant international financial institutions (IFIs) and the private sector, in collaboration with the relevant national Government agency/ies, technical-economic feasibility studies are first required to

realistically identify national needs and priorities for these investments, including what is practical, possible, and where efforts are most needed and/or best directed to specifically address SBMPL.

The project will assist in the development of these technical-economic studies of the potential for investment to upgrade and/or establish PRF systems to sustainably manage SBMPL in the beneficiary countries. The project will support the countries in approaching international financial institutions (IFIs) and private sector bodies to support the establishment of sustainable, efficient SBMPL management systems. This activity will be executed in coordination with the Blue Ports Initiative (BPI) and the proposals will be presented to relevant Government, private sector and international financial institutions (IFIs) in each project region (e.g. the African Development Bank, Inter-American Development Bank) and/or potential bilateral donors (e.g. Norad, GIZ).

It is acknowledged that while Governments in the four participating countries have responsibilities for construction of PRFs, these generally need to be funded through a blend of public and private sector finance, often through concessions with the private sector or a public-private partnership, and various options will be examined for the targeted PRFs under the PRO-SEAS project as part of the development of funding proposals. The project will also investigate the applicability of incentives, such as buy-back programs and take-back schemes, to encourage the utilization of PRFs in fishing ports and landing beaches, and providing technical assistance with the revision of funding proposals for selected PRFs.

Outcome 2.2: Improved information, tools and systems for planning and management of SBMPL within shipping and fisheries sectors

This Outcome will improve a range of information, data tools and systems available to specific stakeholders to effectively manage SBMPL. It will address the currently limited SBMPL data collection and analysis systems and (global) monitoring schemes (for ports, vessels, small businesses based on SBMPL, and waste management operators). It will focus on improving planning and evidence-based decision-making for managing SBMPL in the shipping and fisheries sectors. The project will harness, expand and be supported by existing work by GESAMP and FAO on developing common methodologies to collect scientific, social and economic data on SBMPL, including the complementary and ongoing work by GESAMP Working Groups (WG) on plastics and microplastics in the ocean (WG 40) and sea-based sources of marine litter (WG 43), as well as FAO's global ALDFG surveys.

In addition, this Outcome will include identification of areas of high potential risk of SBMPL. Mapping the location of PRFs and ship traffic into and out of ports in a target country, if combined with information on the capacity of each PRF and estimates of waste generated on board ships since their last port of call, will enhance the ability of relevant authorities to better manage SBMPL. Specifically, this information supports planning for the provision of adequate PRFs, including assessment of whether the locations of existing PRFs are optimal, and it supports evaluation of whether the volume of waste delivered by a ship is consistent with the number of days at sea prior to it calling into port. Such data is particularly useful in helping to identify sea areas and/or routes where there is a higher risk of illegal discharges to sea, thus enabling better targeting of monitoring and surveillance programmes to detect illegal acts of discharge. It could also be used to better identify plastics used by the shipping and fisheries sectors that could be reused, recycled, or repurposed at ports. Such mapping could eventually be expanded to a regional level or applied to groups of ports on established shipping routes (e.g. container ship or cruise ship routes), which would expand the utility of the mapping exercise by making it applicable not only to ships calling into ports of a single country but also to ships transiting a sea area of interest.

More details of the specific activities to deliver these Outputs to be undertaken in each of the four participating countries (identified as priorities for the PRO-SEAS project by Costa Rica, Jamaica, Kenya and Vanuatu) are given in Annexes E 1-4.

Output 2.2.1 - Monitoring and assessment systems of sources and volumes of SBMPL that feed into management decision-making established in selected countries . This output will focus on developing and implementing specific methodologies to monitor and assess volumes and types of SBMPL (including single-use plastics on ships such as packaging, strapping, bags, utensils, containers, etc). Monitoring will follow the consolidated guidance for Port Reception Facility providers and users provided by IMO[29] . The project will help strengthen national-level databases hosting information on SBMPL (from shipping and fisheries sectors) but also supporting data reporting or assessments linking to the international IMO GISIS database such as the PRF database[30] .

Activities under this Output include: implementation of the FAO ALDFG surveys (with data entered into the associated database – see Box 4) and estimation of EOL fishing gear produced each year to inform the need for PRFs for fishing gear; development of lost fishing gear reporting requirements and integration of reporting into fisheries management data systems; measures to enhance collaboration between port waste transporters and government institutions tracking garbage movement from ships, and encourage data and information sharing from the private sectors; identification of best practices related to the inspection and reporting to guide and setup monitoring and assessment of sources and volumes of SBMPL to enhance the efficient management of SBMPL and assess strategies for marking, reporting, and retrieving ALDFG.

Box 4: FAO Global Survey on ALDFG and associated database

FAO has developed this survey to generate evidence-based global quantitative estimates of abandoned, lost or otherwise discarded fishing gear (ALDFG) in all water bodies, including identification of the temporal and spatial distribution of gear losses across target fisheries, geographic areas and gear types. Data is collected through surveys of fishers, and/or fishing industry representatives using standardized survey forms and methodologies. The collected data is stored in the FAO Global ALDFG Database for further analysis and synthesis of global, regional, national and local ALDFG estimates; causes of ALDFG; and mapping ALDFG spatial and temporal distributions. The results of the Surveys undertaken through PRO-SEAS will facilitate the development of effective mitigation strategies to reduce ALDFG and its impacts in the relevant LMEs, resulting in positive socio-economic and food security benefits to coastal communities, including reduced incidences of gear losses, food losses through ‘ghost fishing’ of commercial species and entanglement of threatened, endangered or protected species and non-target species. Re: <https://sites.google.com/view/aldfg-global-survey/>

This output will also produce digital maps of the location of PRFs and ship traffic into and out of ports in a pilot country, supporting the estimation of the capacity of each PRF to handle the incoming plastic waste as well as helping to identify opportunities for small business development centered on reusing, recycling, or repurposing such waste and SBMPL at selected ports.

Output 2.2.2 - Technologies and tools to support prevention and reduction of SBMPL identified and operational in target countries . This output will include identification of technologies to support prevention and reduction of ALDFG, such as fishing gear-marking, tracking and recovery technologies, which will be implemented in selected fisheries; training courses on appropriate technologies, tools and data bases to support prevention and reduction of SBMPL to both shipping and fisheries sector actors with training particularly for Port State authorities and officers, to implement the controls by Flag State, Coastal State and Port State, in relation to Annex V of MARPOL and the Protocol to the 1972 London Convention.

One highly innovative aspect of the project, which will be a focus under this output, is the identification of areas of high potential risk for SBMPL for both the shipping and fisheries sectors. Understanding the origins,

pathways, and destinations of marine plastic waste and the most affected marine habitats is essential for informing mitigation efforts, e.g., expanding PRF capacity at specific locations.

Specifically, this will involve the and the development of predictive models to identify potential areas of SBMPL associated with shipping traffic and high fishing gear loss and areas of ALDFG accumulation, the results from which will help identify optimal locations and capacity for PRF infrastructure and targeting of resources for their operations.

- Various methods exist to estimate plastic waste from ships, which can be categorised into two main approaches: (i) direct measurements involve assessing waste generation on board ships or waste disposal at port reception facilities, such as through audits or record-keeping and (ii) indirect estimates rely on interviews, questionnaires, or alternative sources of information. These direct measurements or indirect estimates from individual ships serve as foundational data for modelling and scaling up to national, regional, or global assessments. Risk assessments can be developed by interpolating indirect or direct waste data in combination with geospatial maritime data, such as vessel tracker data (AIS/satellite), fishing intensity and activities, port reception facility capacity and visits, to identify potential areas at risk of SBMPL inputs.
- For the ALDFG-related mapping, predictive models will be developed using oceanographic data, fisheries data, available data on ALDFG recovery, and fisher survey results (see Box 5). Predictive ALDFG modelling has been successfully developed for Vanuatu fisheries and Jamaica artisanal fisheries[31] . The PRO-SEAS project will develop new predictive models for Kenyan and Costa Rican fisheries and for the industrial fisheries in Jamaica.

Box 5: Predictive modelling for identifying key areas for ALDFG action

Predictive models to identify likely areas of fishing gear loss and accumulation of ALDFG can be useful tools. They can help to formulate loss prevention strategies, plan retrieval activities, and focus attention on high-risk fisheries. Identifying areas of potential high loss or accumulation of ALDFG can assist fisheries managers in selecting appropriate management approaches to prevent fishing gear loss, such as spatio-temporal restrictions. Predictive models have been used to plan for successful retrieval of lost gillnets in the United States Salish Sea and Canada's British Columbia (K. L. Antonelis, 2013; K. L. Antonelis & Drinkwin, 2021; Drinkwin et al., 2023). Identifying areas of high potential loss can improve management of sensitive areas, such as rocky reefs.

Refs: Antonelis, K. L. (2013). *Derelict Gillnets in the Salish Sea: Causes of Gillnet Loss, Extent of Accumulation and Development of a Predictive Transboundary Model*. Unpublished master's thesis. University of Washington. Antonelis, K. L., & Drinkwin, J. (2021). *Predictive model identifying locations of commercial fishing gear loss or accumulation in British Columbia, Canada*. Prepared for: Department of Fisheries and Oceans, Canada Sustainable Fisheries Solutions and Retrieval Support Program CA No. 20-08-028/010. Drinkwin, J., Antonelis, K., Heller-Shipley, M., Rudell, P., Etnier, M., Good, T., Elz, A., & Morgan, J. (2023). Impacts of lost fishing nets in the U.S. portion of the Salish Sea. *Marine Policy*, 148, 105430. <https://doi.org/10.1016/J.MARPOL.2022.105430>

Component 3: Developing and promoting practical opportunities and incentives for environmentally sound management disposal of SBMPL

The strategy of Component 3 seeks to encourage greater environmentally sound disposal of SBMPL, and more efficient use of PRFs and achieve a more integrated SBMPL management approach at national levels, by developing, promoting and supporting several (new) incentives (financial, regulatory, operational) targeted at key stakeholders (shipping, fishing, waste management, and small business sectors). Activities under this component will result in improved engagement with the business and private sector groups, building on the current Global Industry Alliance (GIA), established under GloLitter initiative, with partners from major

maritime and fisheries companies. This Component offers particular opportunities for women, especially through the development of small business opportunities associated with waste management/reuse/recycling/repair/repurposing of SBMPL (e.g. repair of fishing nets in SSF) and particular attention will be paid to identifying the roles, opportunities, and constraints for women in relation to SBMPL decision-making and management.

Outcome 3.1: Innovative gender-responsive incentives and opportunities for environmentally sound management disposal of SBMPL developed and/or promoted

This Outcome seeks to encourage behavioural change to reduce SBMPL in the shipping and fisheries sectors through incentives such as market-based mechanisms, and tax and regulatory regimes, with a particular focus on promoting opportunities for women. For example, return of old fishing gear could be encouraged through payment schemes, and may be trialed at pilot sites.

The PRO-SEAS project will first undertake an assessment of the different stakeholder's roles in the management and disposal of SBMPL, including documenting the gender dimensions in relation to SBMPL management in selected countries with identification of potential opportunities for supporting existing or developing new business opportunities to address SBMPL, especially for women and minority groups. This will build on the stakeholder and gender analysis undertaken during the PPG and captured in the Stakeholder Engagement Plan and Gender Action Plan (see Annexes J and K respectively). Based on the results of the assessment, support will be provided to develop business plans (with a specific focus on supporting women) related to the collection, processing, repair, reuse, repurposing, and recycling of SBMPL and its environmentally sound disposal. As part of this, awareness-raising events will be held to sensitize stakeholders within the selected communities on the risks of SBMPL and the opportunities (both women and men) that can arise from the prevention, reduction, reuse, recycling, repurposing and safe disposal of SBMPL. More details of the specific activities to deliver these Outputs to be undertaken in each of the four participating countries (identified as priorities for the PRO-SEAS project by Costa Rica, Jamaica, Kenya and Vanuatu) are given in Annexes E1-4. There are two Outputs under this Outcome.

Output 3.1.1 - Incentives to support investment in addressing SBMPL identified and options communicated to stakeholders. Some potential incentive schemes, such as payments for old fishing gear (by weight), buy-back/reward schemes, tax breaks and other market-based instruments, have been identified (during the PPG phase) but these will be further explored and confirmed during the first three months of project implementation. Key stakeholder groups and organizations in selected countries will be mapped and their roles and engagement in management of SBMPL from fisheries and shipping, and potential appropriate incentives to reduce SBMPL identified. The project will draft policy and regulatory recommendations on incentives and associated schemes and promote their adoption into national frameworks with an awareness-raising campaign to alert stakeholders to incentives and market opportunities. Specific national activities under this Output include: measures to reinforce SBMPL management by supporting corporate social responsibility initiatives, such as the existing Green Business Jamaica Environmental Stewardship Programme; expanding the capacity of Beach Management Units in Kenya to tackle SBMPL; and setting up networking events to encourage voluntary agreements and forge partnerships with the private sector, NGOs and the scientific community in Vanuatu to effectively finance, promote and execute SBMPL mitigative approaches.

Output 3.1.2 – Gender-responsive SBMPL business ventures identified and developed in selected countries. This output will examine a range of potential market-based options and small business opportunities targeted at women to encourage reuse, repurpose/ recycle or safe disposal of SBMPL, derived from shipping and fisheries sectors, appropriate to the local situation. The project will provide a 'SBMPL small business incubator facility' with dedicated small business development support, tailored particularly to

the needs of women entrepreneurs (for example the creation of value chains to support the women-led businesses, and measures to remove barriers to women's entrepreneurship (e.g. access to capital, registration requirements, women's time availability and existing labour burden, etc)). The delivery of this output will be undertaken in direct consultation with women entrepreneurs to gauge their differing needs dependent on factors such as the stage of growth of their respective enterprise, local context, and the pursuit of innovation.

Activities under this Output include: a gender-responsive analysis of options and business opportunities to specifically address the reduction and reuse of plastic products (within the constraints of GEF financing and co-financing and the comparative advantages of IMO and FAO and key stakeholders/partners) will be undertaken (based on a preliminary analysis undertaken during the PPG phase - opportunities and existing initiatives are listed in Annex B6 but the full national economic studies will need to be done during project implementation), including the extent of existing schemes and potential new schemes to reduce/eliminate or switch to reusable options to extend the life of selected items commonly found in SBMPL (e.g. packaging, bags, containers). A preliminary analysis of specific repair, recycling, repurposing and waste disposal bodies and companies to be involved has been undertaken during the PPG phase and is presented in the Stakeholder Engagement Plan (Annex J). The list will be reviewed and further refined during the initial stage of project implementation.

In addition, where feasible the project will consider partnering with the FAO Blue Ports Initiative (BPI)[32] on the development and implementation of sustainable business models that address the challenge of SBMPL from the shipping and fisheries sectors. BPI adopts a market-oriented and innovation-focused approach, prioritizing gender empowerment and stakeholder involvement, to create sustainable and profitable business ventures. The involvement of the BPI will help demonstrate the critical role that blue ports and their associated industries can play in addressing global environmental challenges. More detail on the BPI support to the PRO-SEAS project is given in Annex E6.

Outcome 3.2: Improved engagement of business sector in addressing SBMPL at global level

The project will develop a global partnership for joint efforts at national, regional, and global levels to deal with major issues relating to SBMPL. Under the GloLitter Partnerships Project, IMO and FAO in partnership with the UN Global Compact (UNGC), established a GloLitter Global Industry Alliance (GIA). to support prevention and reduction of sea-based marine plastic litter and will be a public-private partnership. IMO has been successfully leading GIA's activities related to GHG and biofouling issues for many years, bringing major industry players together to address global problems. Similarly, IMO will bring together maritime and fisheries industry leaders with a view to develop innovative solutions that can support the sector to prevent and reduce marine plastic litter and to address common barriers to the uptake and implementation of technologies, alternative approaches and operational measures. The PRO-SEAS private sector engagement component will benefit from this new arrangement as more industry members are expected to join the portfolio level GIA. The GIA is expected to consist of a wide spectrum of maritime stakeholders, including shipowners, ports, fishery industry, recycling companies, technology and data providers, and class societies.

Typical GIA activities will include industry roundtables, development of guidance and tools to support reduction, reuse, recycling and prevention of plastic litter discharge into seas, raising awareness of potential sustainable solutions. The GIA will not engage in the development of policies and regulations (which is the prerogative of IMO Member States), is technology neutral and does not engage in commercial activities. However, activities developed by the GIA will, on a regular basis, reported to IMO bodies such as the Marine Environment Protection Committee (MEPC) for their information and action as appropriate.

Output 3.2.1 – Projects to address SBMPL identified and under implementation under the Global Industry Alliance (GIA) on SBMPL. This output will include activities to promote recommendations under the

Management of the IMO 2017 Guidelines for the Implementation of MARPOL Annex V to the wider shipping industry on practical measures to minimize the amount of plastic used on board ships reducing the levels of potential SBMPL. For instance, existing schemes for standardization of plastics products used by the shipping sector and opportunities for greater standardisation to promote greater reuse of plastic products that are commonly used on cargo ships will be investigated and options promoted. Other activities under this Output include: tailored private sector-specific events to explore possible matching of business interests with project objectives, ensuring communication of private sector interest and engagement among the project partners, to identify barriers to the private sector addressing SBMPL and to agree potential joint solutions to these. However, the workstreams of the GIA and specific PRO-SEAS project activities will be determined by the GIA members with the discussions facilitated by the PCU. Detailed activities will be elaborated and agreed during the first year of PRO-SEAS implementation.

Component 4: Increasing knowledge and awareness of SBMPL and potential solutions to reduce and eliminate SBMPL among key stakeholders

A key strategy of the project is to raise awareness among decision-makers, shipping and fisheries sector representatives and the public of SBMPL of the impacts of SBMPL and potential measures that can effectively manage, reduce or eliminate SBMPL to enable them to make more informed decisions and choices on the management and disposal of SBMPL. Under Component 4 the project will increase awareness among key stakeholder groups (focused on the fishing and shipping industry) with dissemination to the global community through partner platforms, including IW:LEARN and IMO and FAO communication channels and clearing house mechanisms. Component 4 will also provide effective project implementation based on adaptive management and lessons learned in a gender-sensitive manner. More details of the outputs and their associated activities under this Component outlined below are given in Annex E5.

Outcome 4.1: Increased knowledge of measures, options and incentives to effectively manage, reduce or eliminate SBMPL increased among key stakeholder groups (fishing and shipping industry)

This Outcome aims to fill the gaps in knowledge and awareness of MPL-related issues (specifically SBMPL). It aims to promote greater understanding of the impact of plastic litter from shipping and fisheries on marine ecosystems and share the solutions, options, alternatives, lessons learned, experiences and best practices gathered through the project with stakeholders, particularly in participating developing countries and LMEs. In doing so it will enhance cross-sectoral transfer of knowledge of maritime and fisheries issues, as well as enabling South-South exchange. A concerted effort will be directed to scaling up of successful solutions identified by the PRO-SEAS project for better management of SBMPL. There is one output under this outcome.

Output 4.1.1: Project results, experiences, lessons learned and recommendations for successful implementation of effective SBMPL management measures documented, disseminated, and promoted. Project findings and lessons will be shared via (among others) IW:LEARN and IMO/FAO clearing house mechanisms and other relevant digital platforms, such as GPML Digital Platform on Marine Litter and Plastic Pollution. Among other things the project will produce a series of technical publications on best practices for data collection and reporting on SBMPL to enhance the efficient management of SBMPL and guidance on the consultation, planning, and implementation of SBMPL activities. It is expected that industry-specific guidance on the reduction and treatment of SBMPL at national, regional and global levels will be developed through the project. Key activities include: (i) development of a project Knowledge Management (KM) and Communication Strategy; (ii) project-generated knowledge and communication products developed and shared through available knowledge-sharing platforms and processes to facilitate exchange of lessons, best

practice, and expertise generated during project implementation, including information packages, media packs; (iii) a project-specific ‘visual identity’; (iv) a structured lesson-learning framework designed and applied to the project with regular reviews of project results (tied to the project’s M&E plan); (v) engagement with IW:LEARN, and (vi) roadmap for scaling up project results and successful solutions for reducing and managing SBMPL in shipping and fisheries sectors nationally, regionally (LME), globally developed and promoted, particularly through engagement with the IW:LEARN platform.

Monitoring and Evaluation (part of Component 4)

Outcome 4.2: Effective project implementation based on adaptive management and lessons learned

Under this Outcome an effective adaptive management and governance system will be established to ensure that the programme achieves its intended outcomes and key lessons are captured.

Output 4.2.1: A gender-sensitive project Monitoring and Evaluation (M&E system designed and operational) using data disaggregated by sex, age and ethnicity designed and operational, and in line with FAO and GEF requirements. This output will be delivered through three activities: (i) establishment of the Project Steering Committee (PSC) as the project oversight body and convened at least once a year; (ii) inception workshop with review and endorsement of M&E Plan by the PSC; and (iii) regular monitoring of project indicators (according to the M&E Plan), and reporting on project results (including the annual GEF Project Implementation Review -PIR, and 6-monthly FAO Project Progress Report- PPR).

Output 4.2.2: Independent Mid-term Review and Terminal Evaluation undertaken with results fed back into project management. A Mid Term Review (MTR) of the project will be undertaken for adaptive management purposes at the 2-year point following the start of project implementation, and the project will also be subject to an independent Terminal Evaluation (TE) within 6 months of official closure of the project.

Global environmental benefits which would not have accrued without the GEF project (additionality)

The PRO-SEAS project will address a major gap in the global response to MPL, targeting sea-based sources of MPL from the shipping and fisheries sectors. SBMPL has not been sufficiently addressed by previous or current interventions, the great majority of which have focused on land-based sources of MPL. If this source is not tackled directly, MPL will continue to accumulate and increasingly degrade and destroy marine habitats and species, with potential devastating impacts on the marine ecosystem (including for Endangered, Threatened and Protected species such as sharks, marine turtles and marine mammals caught by ALDFG) as well as on human health for many decades to come. The long-term effects of plastic litter accumulating and breaking down to micro- and then nano-plastics in marine ecosystems is likely to be severe, especially given the long half-life of some types of plastics commonly found in discarded plastics from the shipping and fisheries sectors.

Project activities are focused on selected developing countries (Costa Rica, Jamaica, Kenya and Vanuatu) in several LMEs where MPL is identified as a particular problem (plastic pollution is mentioned in the respective TDAs and an issue to address in SAPs). The project will remove major barriers that currently limit these developing countries from efficiently and sustainably managing SBMPL, barriers which will continue without the GEF-funded project.

The project will also ultimately contribute to the UN Sustainable Development Goal (SDG) 14, particularly targets 14.1 and 14.c, and will help prepare beneficiary countries and regions for the implementation of the

international legally binding instrument (ILBI) on plastic pollution[33] , including in the marine environment. The ILBI is currently under negotiation because of UNEA resolution 5/14. The instrument will be based on a comprehensive approach that addresses the full life cycle of plastic. The project will also help to improve fisheries management and to prevent IUU fishing through the implementation of the FAO VGMFG. The marking of fishing gear (which is being supported under Component 2 of the project) is considered an important tool for reducing ALDFG and its ecological and economic impacts, safety and navigational risks, and in combatting IUU fishing.

The PRO-SEAS will also contribute to the achievement of several of the Kunming-Montreal Global Biodiversity Framework targets, notably Target 1 (Plan and Manage all Areas To Reduce Biodiversity Loss), 4 (Halt Species Extinction, Protect Genetic Diversity, and Manage Human-Wildlife Conflicts), 7 (Reduce Pollution to Levels That Are Not Harmful to Biodiversity, especially 7c - preventing, reducing, and working towards eliminating plastic pollution), 10 (Enhance Biodiversity and Sustainability in Agriculture, Aquaculture, Fisheries, and Forestry), 14 (Integrate Biodiversity in Decision-Making at Every Level), 20 (Strengthen Capacity-Building, Technology Transfer and Scientific and technical Cooperation for Biodiversity) and 23 (Ensure Gender Equality and a Gender-Responsive Approach for Biodiversity Action). The Project will contribute to these targets particularly through its efforts to: update NAPs to address SBMPL (Output 1.1); aligning national SBMPL legal and policy frameworks instruments with existing international instruments governing SBMPL (Output 1.1.2); supporting capacity building for improved environmentally sound management of SBMPL (Outputs 2.1.1, 2.1.2, 2.2.1 and 2.2.2); promoting gender-responsive incentives and opportunities for environmentally sound management of SBMPL (Outputs 3.1.1 and 3.1.2); and capturing and promoting project results, experiences, lessons learned and recommendations for successful implementation of effective SBMPL management measures (Output 4.1.1). The PRO-SEAS project will particularly help reduce the threat to Endangered, Threatened and Protected Species, such as marine turtles, sharks, and marine mammals, due to their interaction with discarded plastics and abandoned fishing gear.

B2. Gender – fit with Gender Equality and Women’s Empowerment

A gender analysis was conducted during the PPG phase which informed the development of a Gender Action Plan (GAP, Annex K) for the project. Women organizations in selected countries have been mapped and their roles and engagement in management of SBMPL from fisheries and shipping are understood and the gender dimensions of SBMPL management and the gender-based constraints that prevent women from engaging in SBMPL management are documented. All project activities have been designed to be in line with the GEF Policy on Gender Equality and Women’s Empowerment, as well as with IMO’s Gender Program and FAO Gender Policy. The project’s gender approach is particularly informed by a GloLitter Partnerships study and pilot initiatives that aim to empower women in three developing countries in West Africa to manage SBMPL, which follows a Gender Transformative Approach. The PRO-SEAS project will replicate the methodology in other countries in a different region (see project Outcome 3.1).

The GAP includes actions to support gender equality and women’s empowerment relevant to the project, gender-specific indicators and targets which will form part of the project’s overall M&E framework. Necessary provisions to support implementation of the GAP are included in the overall project budget. Monitoring the implementation of the GAP will be assigned to a specific individual in the PCU, who will have a strong background in gender work. The GAP includes actions that are relevant to all four project Components. For example, under Component 1, the project will encourage and facilitate the participation of women and men in national cross-sectoral coordination and collaboration mechanisms for addressing SBMPL management mechanisms, including mechanisms established by the project, such as Working Groups and /or Technical Committees on SBMPL. Activities under Component 1 will also involve developing and updating

NAPs and other relevant instruments related to SBMPL to ensure that gender, where practicable, is mainstreamed into these instruments.

Under Component 2 the project will encourage and facilitate the participation of both women and men as scientists, innovators, researchers and research informants in the development and application of improved information, tools and systems for planning and management of SBMPL in shipping and fisheries sectors.

For Component 3, the project will focus on developing and promoting practical opportunities and incentives for environmentally sound management of SBMPL. This Component will give special consideration to women as an often-marginalized group in the small business/ entrepreneurial development space. Focus will be given to creating opportunities for women, especially through the development of small business opportunities associated with waste management and reuse/recycling/repair/repurposing of SBMPL (e.g. repair of fishing nets in small-scale fisheries). The project will also seek to raise awareness about key challenges faced by women entrepreneurs and women-led small businesses and propose potential solutions that can be taken by government, private sector and other key stakeholders to improve their ability to establish small businesses focused on management/reuse/recycling/repair/repurposing of SBMPL.

Under Component 4, the project will seek to share knowledge and raise awareness on the importance of gender equality and gender mainstreaming as it relates to management of SBMPL in the shipping and fisheries sectors. How supporting gender quality in these sectors contributes to achieving environmental benefits will also be emphasized. In this regard, the project will make deliberate efforts to capture, document and share (via various knowledge products, workshops, webinars etc.) results, lessons learned and recommendations relevant to promoting gender quality and women's empowerment among a range of stakeholders. In addition, project knowledge products will use gender-inclusive language and communication to ensure that women and men are portrayed as equal, considering contextual factors, and that gender stereotypes are not conveyed.

The PRO-SEAS project has set an initial Core Indicator 11 target of generating direct benefits to approximately 1,600 males and 1,120 females across the four participating project countries.

All project activities will be in line with the GEF Policy on Gender Equality and Women's Empowerment, as well as with FAO and IMO respective Gender Strategies. FAO is committed to gender equality and women's empowerment and has a specific gender policy and strategy that is integrated across all its programmes and projects.

The project will be guided by both FAO's and GEF's gender equality policies to ensure that the project maximizes participation, inclusion, opportunities, and benefits to both women and men in all project activities, whilst respecting the norms, values and customs of targeted communities. The FAO Policy on Gender Equality 2020-2030[44] is set on a foundation of four objectives[45] that seek to promote gender equality for development and natural resource management, and on which the gender-related objectives of the project are focused (refer to Figure 3).



Figure 3: FAO's gender equality objectives

A gender-sensitive approach[46] will be adopted across the project and throughout its life cycle, with representation of, and consultations with, women, youth and other vulnerable groups emphasized. The goal of gender equality will guide the selection of participants in project activities as well as in project staffing (particularly leadership positions), and specific opportunities and activity sets at both national and community levels to help empower and directly benefit women giving them an equal voice and participation in decision-making (which link to FAO gender objectives 1 and 2) and also benefit other minority or marginalised groups such as unemployed youth.

The project will also complement the implementation of IMO's "Women in Maritime" gender programme which places a significant focus on supporting access to maritime training and employment opportunities for women in the maritime sector. PRO-SEAS will also draw on experience and knowledge gained from the completed GloLitter Partnerships Project which has undertaken pilot initiatives to strengthen women's rights and empowerment on gender and marine plastic waste management.

In implementing gender-responsive project activities, the project will draw on FAO's and IMO's technical capacity and experience with developing gender-responsive projects and supporting women's empowerment in the fisheries and shipping sectors. FAO and IMO will provide guidance on gender mainstreaming for the project's activities and events, gender-sensitive knowledge product development, and gender-targeted awareness raising and capacity development activities channels.

The Project will have the Gender advisor supporting all the components of the project ensuring the GAP actions are implemented through the project activities (please refer to the salary allocated for this role in the budget). Also, please note that the Component 3 has specific activities targeting women that are listed in the budget, copied below for easy reference.

- 3.1.1 - Incentive Consultants (Costa Rica, Jamaica, Kenya and Vanuatu): 53,460
- 3.1.2 - Gender Activity (Costa Rica, Jamaica, Kenya, Vanuatu): 33,480
- 3.1.1 - Incentive Consultants (All Countries) Travel: 26,730
- 3.1.2 - Gender Activity (All Countries) Travel: 66,960
- 3.1.1 - Incentive Consultants (All Countries) Training: 89,100
- 3.1.2 - Gender Activity (All Countries) Training: 217,620
- 3.1.1 - Incentive Consultants (All Countries) - Knowledge Management and Communication (Sundries=publications in IMO budgeting code): 8,910
- 3.1.2 - Gender Activity (All Countries) - Knowledge Management and Communication (Sundries=publications in IMO budgeting code): 16,740

B3. Stakeholders and their respective roles, contributions and benefits

Engagement with and cooperation between key stakeholders is critical to delivering the project's proposed system-wide interventions. The PRO-SEAS project will engage a large and diverse group of stakeholders who play important roles in fisheries, shipping and waste management at the national, regional/LME and global levels, along the entire chain of SBMPL production and management at the ship/fishing vessel point, to treatment at port reception facilities, through to repair, replacement and/or recycling or environmental benign disposal.

Stakeholders from a range of sectors will participate in the project including government bodies, private sector organizations, civil society organizations, intergovernmental organizations and global and regional governance and coordination bodies and structures. The key stakeholders involved in the project are (See Annex J "Stakeholder Engagement Plan" for a detailed list of project stakeholders):

1. National Maritime Administrations: They are responsible for implementing and enforcing regulations related to SBMPL at the national level.
2. National Ports Authorities: They play a crucial role in providing reception facilities for the proper disposal of SBMPL and ensuring compliance with international regulations.
3. National Fisheries Authorities: They are involved in addressing SBMPL in the fisheries sector and implementing regulations related to fishing gear and its disposal.
4. Waste Management Entities: They are responsible for managing and treating SBMPL, including recycling and disposal.
5. Private sector/Business Community: They are engaged in developing alternatives to the use of plastic in the shipping and fisheries sectors and promoting the circular economy for plastics. They are also engaged through partnerships, such as the Global Industry Alliance (GIA), to promote environmentally sound management of SBMPL and invest in sustainable solutions.
6. Regional Seas Bodies/Structures: They are involved in governance of LMEs and play a role in promoting and facilitating regional cooperation to address SBMPL activities (e.g. UN Environment Regional Seas Programme, UNESCO Intergovernmental Oceanographic Commission).
7. Regional Fisheries Bodies: They are involved in governance of LMEs as it pertains to fishing and play a role in promoting and facilitating regional cooperation to address SBMPL in the fishing sector [e.g. Western Central Atlantic Fisheries Commission (WECAFC), Central America Fisheries and Aquaculture Organization (OSPESCA), Indian Ocean Tuna Commission (IOTC)].
8. Regional/Global Thematic Technical Working Groups on Fisheries, Oceans, Marine Plastic Litter, Pollution etc.- They provide technical advice based on their area of expertise to inform policy, present data on ongoing studies, share emerging research on critical issues, conduct pilot studies and research needed for decision-making [e.g. Joint Group of Experts on the Scientific Aspects of Marine Environmental Protection Working Group 43: Sea-based sources of marine litter (GESAMP WG 43)].
9. Regional Coordination Organisations (RCO), notably COCATRAM for Latin America and the Caribbean and RAC/REMPEITC-Caribe for the wider Caribbean, and the Secretariat of the Pacific Regional Environment Programme (SPREP) for the Pacific region, will be involved in the delivery of project activities in their respective regions.
10. Civil Society: They play various roles in SBMPL management including advocacy, awareness-raising, research and supporting capacity building at national and local levels for the reuse, reduction, recycling and repurposing of SBMPL.
11. Academic/Research Institutions: They collect data and conduct research relevant to SBMPL, including its sources, impacts and piloting potential innovative solutions.
12. Coastal Communities: They are stakeholders highly dependent on marine resources for their livelihood and food security and are directly affected by SBMPL.

13. Seafarers: They play a role in implementing regulations and raising awareness of the impact of SBMPL among their community.
14. International Maritime Organization (IMO): They have policies and programmes to address SBMPL in the shipping sector and work towards compliance with international regulations.
15. Food and Agriculture Organization (FAO): They have initiatives to address SBMPL in the fisheries sector, including promoting the use of biodegradable gear and supporting the implementation of the Voluntary Guidelines for Marking of Fishing Gear.
16. United Nations Environment Programme (UNEP): They have initiatives, such as the Global Partnership on Plastic Pollution and Marine Litter (GPML), that address marine plastic pollution and collaborate with IMO and FAO on SBMPL.
17. UN Member States: The project will contribute to the objectives of the Global Plastics Treaty being negotiated by UN Member States.

These above partners will benefit from the project in terms of support for common aims and overlapping initiatives and synergies. For example, through engagement in this project, the GGGI will have the opportunity to further expand their current network to support developing countries in Africa through their three work streams (build evidence, define best practice to inform policy, and catalyze and replicate solutions to the ALDFG (or ghost gear) issue).

The four national governments engaged with the project (Costa Rica, Jamaica, Kenya and Vanuatu) have a strong commitment to tackling the issue of SBMPL and will provide regional leadership on the reduction of SBMP. These countries will be key players in implementing pilot projects addressing the monitoring of marine plastic litter and improving and/or establishing efficient PRFs. They will also implement their SBMPL NAPs supported by the project focusing on legal and policy reform and institutional structures which will also address work/actions from other government agencies besides the shipping and fishing agencies (such as coast guard service). The partnering countries will also provide expertise and successful models with knowledge sharing and capacity building opportunities at the regional level through exchange visits and hosting workshops which will further regional harmonization on SBMPL measures, but also provide models that can be scaled up regionally and globally.

In terms of wider stakeholder co-benefits, the project will support small business ventures which will help improve management of SBMPL at the port level and offers opportunities to engage more local actors, especially women, in efforts to reduce SBMPL over the longer term. The project will also aim to expand the current network of stakeholder and links between them by engaging national and international recycling and waste management companies. The project will also collaborate with regional, national and local NGOs and CSOs in relation to activities at target ports and ALDFG activities, such as with ALPESCAS, which works with the fishing industry and has a program 'redes de america' that aims to promote fishing net recycling in collaboration with fishing companies, chamber of commerce and recycling companies in Latin America.

To ensure that stakeholders are adequately engaged throughout the life of the project, including in its implementation and monitoring and evaluation, a Stakeholder Engagement Plan (SEP, see Annex J) was developed during the PPG stage. The SEP Plan provides a detailed stakeholder analysis and methods to be used to consult and engage each stakeholder group. The key objectives of stakeholder engagement under the project are to:

- Ensure inclusive and meaningful consultation and participation of stakeholders in the project, including vulnerable and marginalized (because of gender, age, poverty, literacy, legal status etc.) groups;
- Facilitate collaboration and formation of stronger partnerships among stakeholders at the national, regional/LME and global levels;

- Harness the knowledge and expertise of stakeholders, including local knowledge held by coastal communities; and
- Build buy-in and ownership of the project and its results among a range of stakeholders.

Civil society will play an active role in project execution and was engaged during the PPG phase (refer to PPG stakeholder engagement matrix in Annex J). There are several civil society organizations at the national, regional/LME and community levels whose interests directly align with the objectives of the project (see detailed stakeholder analysis at Annex J). Many of these organizations, have also demonstrated capacity to lead and execute project activities under a project of this magnitude. For example, at the national level, the Jamaica Environmental Trust (JET) and Women in the Maritime Sector in East and Southern Africa (WOMESA) in Kenya both received funding from the global GloLitter Partnerships Project to deliver national sub-projects aimed at addressing marine plastic litter. Since national civil society organizations like JET and WOMESA often have strong ties to local communities they can also facilitate engagement of local communities and community-based organizations in project activities. Leveraging these ties will be especially important for activities focused on small-business development under Component 3.

Other regional and international non-governmental organizations, especially those with a more technical focus, such as SPREP have skills and experience in communicating with technical audiences, making them useful participants in technical working groups or advisory bodies established under the project. They also often have established relationships with government bodies, civil society organizations, private sector organizations and academic institutions in various countries which would allow them to facilitate synergies with other relevant initiatives and coordinate and execute regional and international project activities targeted at a range of stakeholders.

The key tasks for civil society in project implementation will be the following:

- Share knowledge, expertise and best practices;
- Build synergies with other mutually supportive initiatives;
- Support information dissemination, public awareness campaigns and sensitization;
- Facilitate engagement with local communities and community-based organisations;
- Be contracted to execute activities of the project;
- Participate as representatives on advisory bodies or technical working groups established under the project;
- Support gender mainstreaming activities; and
- Participate in monitoring and evaluation of the project.

Analysis of proposed stakeholders for the PRO-SEAS project

No.	Stakeholder	Description	Role/expected participation in project implementation	Category (ies) (See Table 1 for category descriptions)
Government institutions				
COSTA RICA				
1.	Caribbean Port Authority (JAPDEVA, acronym in Spanish)	Agency responsible for building and operating Port Reception Facilities on the Caribbean Sea coast of Costa Rica.	Participate in the formulation and implementation of measures for efficient	1, 2

No.	Stakeholder	Description	Role/expected participation in project implementation	Category (ies) (See Table 1 for category descriptions)
			operation of Port Reception Facilities.	
2.	Ministry of Economy, Industry and Commerce	Responsible for participating in the formulation and planning of the country's economic policy. Oversees public policies related to private initiatives, business development, and promotion of entrepreneurial culture in the industry, trade, and service sectors, as well as for small and medium-sized enterprises.	Participate in the formulation and implementation of financial, regulatory and operational incentives for SBMPL management.	3
3.	Ministry of Environment and Energy (MINA E)	Responsible for the protection of Costa Rica's natural resources, through regulations, control, procedures and legislation. One of the agencies in charge of the control of plastic. GEF Political and Operational Focal Point.	Participate in the formulation and implementation of coastal and marine protection legal, policy and institutional outcomes proposed by the project. Liaison with the GEF.	1,4
4.	Ministry of Health (MinSalud)	Responsible for developing actions that protect and improve human, mental and social health, including a focus on promoting a healthy and balanced human environment. One of the agencies in charge of the control of plastic.	Participate in the formulation and implementation of human health-related legal, policy and institutional outcomes proposed by the project.	1
5.	Ministry of Public Works and Transportation (MOPT)	Project Focal Point, Liaison Office in country and lead national agency supporting implementation of project activities in Costa Rica. Responsible for Maritime Authority and enforcement of fisheries and maritime transport navigational regulations.	Participate in the formulation and implementation of maritime transport and fisheries-related (e.g. ALDFG) legal, policy and institutional outcomes proposed by the project. National executing partner for project, responsible for supporting delivery of project activities.	1,4
6.	National Coast Guard Service (SNG, acronym in Spanish)	Supports monitoring, control and surveillance within the marine fisheries and maritime transport sectors. Has data on ALDFG that was seized or found within the Territorial Sea during the period 2002-2021 and SBMPL.	Participate in the formulation and implementation of monitoring, compliance and enforcement frameworks governing marine litter including ALDFG.	1
7.	National Women's Institute- (INAMU, acronym in Spanish)	Responsible for promoting the national policy for gender equality and equity, in coordination with public institutions, state agencies that develop programs for women and social organizations.	Support gender mainstreaming actions under the project.	3
8.	Pacific Port Authority (INCOP, acronym in Spanish)	Responsible for building and operating Port Reception Facilities on the Pacific Ocean coast of Costa Rica.	Participate in the formulation and implementation of measures for efficient operation of Port Reception Facilities.	1, 2

No.	Stakeholder	Description	Role/expected participation in project implementation	Category (ies)
				(See Table 1 for category descriptions)
9.	The Costa Rican Institute of Fisheries and Aquaculture (INCOPECA, acronym in Spanish)	Project Focal Point, Liaison Office in country and lead national agency supporting implementation of project activities in Costa Rica. Responsible for managing, regulating and promoting the development of the fishing and aquaculture sectors in Costa Rica.	Participate in the formulation and implementation of fisheries-related (e.g. ALDFG) legal, policy and institutional outcomes proposed by the project. National executing partner for project, responsible for supporting delivery of project activities.	1,4
JAMAICA				
10.	Jamaica Defence Force, Costa Guard	Responsible for responding to oil/chemical spills and undertaking environmental and resource protection tasks.	Participate in the formulation and implementation of monitoring, compliance and enforcement frameworks governing marine litter, including ALDFG.	1
11.	Maritime Authority of Jamaica, Ministry of Science Energy Telecommunications and Transport	Responsible for administering and enforcing the provisions of Jamaica's Shipping Act (1998). Primary areas of focus include Maritime safety, marine pollution prevention and the welfare of (Jamaican) seamen. Responsible for the implementation of MARPOL in Jamaica. Key stakeholder in GloLitter Partnerships Project.	Participate in the formulation and implementation of maritime transport and fisheries-related legal, policy and institutional outcomes proposed by the project.	1
12.	Ministry of Agriculture Fisheries and Mining	Responsible for facilitating the sustainable growth and development of the Agriculture, Fisheries and Mining sectors while regulating and promoting best practices in these essential industries.	Participate in the formulation and implementation of fisheries-related (e.g. ALDFG) legal, policy and institutional related outcomes proposed by the project.	1
13.	Ministry of Culture Gender Entertainment and Sport	Responsible for gender affairs in Jamaica.	Support gender mainstreaming actions under the project.	3
14.	Ministry of Economic Growth and Job Creation	Responsible for development of policies for economic growth and sustainable development, including blue and green economic development. Responsible for seven critical portfolios: Land, Environment, Climate Change, Investment and Water and Wastewater. Leading on developing national policy for plastic pollution. GEF Operational Focal Point.	Participate in the formulation and implementation of financial, regulatory and operational incentives for SBMPL management.	1
15.	National Environment and Planning Agency	Executive agency of the Ministry of Economic Growth and Job Creation. Responsible for environmental protection, natural resource	Participate in the formulation and implementation of coastal	1

No.	Stakeholder	Description	Role/expected participation in project implementation	Category (ies)
				(See Table 1 for category descriptions)
		management, land use and spatial planning in Jamaica. One of the agencies involved in the control of plastic. Key stakeholder in GloLitter Partnerships Project.	and marine related legal, policy and institutional outcomes proposed by the project.	
16.	National Fisheries Authority	Responsible for the conservation and sustainable utilization of Jamaica's fisheries resources through proper fisheries management involving research, monitoring of environmental quality, education and training, enforcement, licensing and registration, data collection and community outreach.	Participate in the formulation and implementation of fisheries-related (e.g. ALDFG) legal, policy and regulatory instruments developed under the project. Facilitate engagement with small-scale fishing communities through extension services.	1
17.	National Solid Waste Management Authority, Ministry of Local Government and Rural Development	Responsible for managing the collection, treatment and disposal of solid waste island wide including <i>inter alia</i> , establishing the standards and criteria that must be attained by operators in the solid waste sector; licensing solid waste companies, and operating solid waste disposal sites in the medium term while preparing them for divestment to the private sector. Key stakeholder in GloLitter Partnerships Project.	Participate in the formulation and implementation of solid waste management measures at Port Reception Facilities.	1
18.	Port Authority of Jamaica	Statutory Corporation. Principal maritime agency responsible for the regulation and development of Jamaica's port and shipping industry. Its main business segments are cruise shipping, marine and port services, cargo operations, business process outsourcing, port community system & logistics. Key stakeholder in GloLitter Partnerships Project.	Participate in the formulation and implementation of efficient operations for Port Reception Facilities.	1, 2
KENYA				
19.	Kenya Coast Guard Service	Responsible for law enforcement on territorial and inland waters, including on the oceans, lakes and rivers. Mandated to maintain maritime safety, security, pollution control and sanitation. Empowered to arrest and prosecute persons suspected of committing offenses in Kenya's territorial and inland waters.	Participate in the formulation and implementation of monitoring, compliance and enforcement frameworks governing marine litter, including ALDFG.	1
20.	Kenya Fishing Industries Corporation (KFIC)	State corporation responsible for exploiting fishery resources in the Kenyan fishery waters and high seas by promoting the establishment and efficiency of businesses engaged in fishing and fishing-related activities.	Promote compliance with developed SBMPL and ALDFG management measures and guidelines within the fishing industry.	2
21.	Kenya Fish Marketing Authority	State agency responsible for enhancing the production and consumption of fish and fisheries products in Kenya	Promote compliance with developed SBMPL and ALDFG management measures and guidelines within the fishing industry.	2

No.	Stakeholder	Description	Role/expected participation in project implementation	Category (ies) (See Table 1 for category descriptions)
22.	Kenya Fisheries Service	Responsible for conserving, managing and developing Kenya's fisheries and aquaculture resources. Formulates and monitors the implementation of policies regarding the conservation, management and utilization of all fisheries resources. Key stakeholder in GloLitter Partnerships Project.	Participate in the formulation and implementation of fisheries-related (e.g. ALDFG) legal, policy and institutional outcomes proposed by the project.	1
23.	Kenya Forest Service (KFS)	Responsible for the management of all mangroves in Kenya.	Provide information on the impacts of SBMPL on mangrove ecosystems. Provide technical advice for initiatives aimed at addressing impacts of SBMPL on mangrove ecosystems.	3
24.	Kenya Maritime Authority	Responsible for, <i>inter alia</i> , ensuring the prevention of marine source pollution, protection of the marine environment and response to marine environment incidents. Collaborates with other relevant agencies (e.g. NEMA) to implement and enforce existing regulations to control and prevent marine pollution from all sources including plastic waste. Key stakeholder in GloLitter Partnerships Project.	Participate in the formulation and implementation of maritime transport and fisheries-related legal, policy and institutional outcomes proposed by the project.	1
25.	Kenya Ports Authority	State corporation responsible for managing and operating all scheduled seaports along Kenya's coastline and inland waterways. This includes Mombasa, Lamu, Kisumu, Malindi, Kilifi, Mtwapa, Kiunga, Shimoni, Funzi and Vanga. Key stakeholder in GloLitter Partnerships Project.	Participate in the formulation and implementation efficient operations for Port Reception Facilities.	1, 2
26.	Kenya Wildlife Service	Responsible for conserving and managing wildlife resources across all protected areas systems including marine protected areas. Enforces the ban on single-use plastics in protected areas and undertakes research in marine protected areas, including marine litter and SBMPL. Key stakeholder in GloLitter Partnerships Project.	Provide information on the impacts of SBMPL on marine protected areas. Provide technical advice for initiatives aimed at addressing impacts of SBMPL on marine protected areas.	3
27.	Ministry of Environment, Climate Change and Forestry	Responsible for the overall formulation of policies relating to the environment in Kenya, including policies for the protection and conservation of the natural environment, and pollution prevention and control. Plays strategic roles in coordinating conservation of marine ecosystems and reduction of plastic pollution. Key stakeholder in GloLitter Partnerships Project. GEF Political Focal Point.	Participate in the formulation and implementation of legal, policy and institutional outcomes related to marine plastic pollution, waste management and protection of the marine environment. Liaison with the GEF.	1,4
28.	Ministry of Mining, Blue Economy and Maritime Affairs	Responsible for coordination of government programs dealing with mining, Blue Economy and Maritime Affairs. Key stakeholder in GloLitter Partnerships Project.	Participate in the formulation and implementation of maritime-related legal, policy and institutional	1

No.	Stakeholder	Description	Role/expected participation in project implementation	Category (ies)
			outcomes for the management SBMPL.	(See Table 1 for category descriptions)
29.	Ministry of Public Service, Gender and Affirmative Action	Responsible for coordinating gender mainstreaming in national development planning and promoting equitable political and socio-economic development for women, men, girls and boys.	Key partner to engage to support gender mainstreaming actions under the project.	3
30.	Ministry of Roads and Transport	Responsible for overseeing the development, standardization and maintenance of transport infrastructure, including maritime transport, as well as enforcement of transport legislation and regulations. Key stakeholder in GloLitter Partnerships Project.	Participate in the formulation and implementation of efficient operations for Port Reception Facilities.	1
31.	National Environment Management Authority (NEMA)	Responsible for implementing all policies related to the environment. Functions include implementation, monitoring and enforcement of compliance of regulations including those related to marine pollution and waste management. Key stakeholder in GloLitter Partnerships Project.	Participate in the formulation and implementation of legal, policy and institutional outcomes related to marine plastic pollution, waste management and protection of the marine environment.	1
32.	State Department for Environment and Climate Change	Responsible for facilitating good governance in the protection, restoration, conservation, development and management of the environment and natural resources for equitable and sustainable development. GEF Operational Focal Point.	Participate in the formulation and implementation of legal, policy and institutional outcomes for the management of SBMPL. Liaison with the GEF.	1,4
33.	State Department for Fisheries, Aquaculture and the Blue Economy	Responsible for coordinating the development of policy, legal, regulatory and institutional framework of fisheries resources, aquaculture and the Blue Economy management and development. Key stakeholder in GloLitter Partnerships Project.	Participate in the formulation and implementation of fisheries-related legal, policy and institutional outcomes policies for the management SBMPL.	1
34.	State Department for Shipping and Maritime Affairs	Responsible for promoting the maritime and shipping industry in Kenya including, <i>inter alia</i> , preventing marine pollution; promoting maritime education and training; and ensuring policies are harmonized with international maritime policies and conventions/instruments. Key stakeholder in GloLitter Partnerships Project.	Participate in the formulation and implementation of maritime shipping-related legal, policy and institutional outcomes policies for the management SBMPL.	1
35.	State Department for Transport	One of the two functional State Departments under the Ministry of Roads and Transport. Responsible for overseeing the development and operation of transport infrastructure including road, air, rail and maritime transport subsectors.	Participate in the formulation and implementation of efficient operations for Port Reception Facilities.	1
36.	Water Resources Authority	Responsible for safeguarding the right to clean water by ensuring that there is proper regulation of the management and use of water resources, in order	Promote and provide technical advice for initiatives aimed at addressing impacts of	3

No.	Stakeholder	Description	Role/expected participation in project implementation	Category (ies)
		to ensure sufficient water for everyone now and in the future.	SBMPL on freshwater ecosystems.	(See Table 1 for category descriptions)
VANUATU				
37.	Department of Environmental Protection and Conservation; Ministry of Climate Change Adaptation, Meteorology & Geo-Hazards, Energy, Environment and Disaster Management.	Responsible for developing, coordinating and implementing the Government's environmental policies and programs. Works with municipal and provincial governments to manage waste and pollution.	Participate in the formulation and implementation of legal, policy and institutional outcomes related to marine plastic pollution, waste management and protection of the marine environment.	1
38.	Department of Ports and Marine, Ministry of Infrastructure & Public Utilities	Responsible for the implementation of the Shipping and Ports Acts which regulates the Republic of Vanuatu's Ports of Entry, interior ports, the role of harbour masters who oversee those ports and additional related aspects of maritime operations within the country. Key stakeholder in GloLitter Partnerships Project.	Participate in the formulation and implementation of efficient operations for Port Reception Facilities.	1
39.	Ministry of Climate Change Adaptation, Meteorology & Geo-Hazards, Energy, Environment and Disaster Management	GEF Operational Focal Point. The Vanuatu Maritime and Ocean Affairs Division is within its purview.	Liaison with the GEF.	4
40.	Ministry of Foreign Affairs, International Cooperation & External Trade	GEF Political Focal Point.	Liaison with the GEF.	4
41.	Ministry of Infrastructure and Public Utilities	Responsible for providing leadership, governance and the necessary legal framework to ensure effective infrastructure development including for seaports.	Participate in the formulation and implementation of efficient operations for Port Reception Facilities.	1
42.	Ministry of Tourism, Trade, Commerce, and Ni-Vanuatu Business	Responsible for facilitating trade, business, private sector development, investment, industries.	Provide technical advice and support for the development of gender responsive, small business opportunities to encourage reuse, repurpose/ recycle or safe disposal of SBMPL.	3
43.	Vanuatu Fisheries Department	Responsible for the management, development and conservation of Vanuatu's fisheries resources including regulating, implementing and enforcing fisheries laws, regulations and policies for effective monitoring and control of usage of resources. Key stakeholder in GloLitter Partnerships Project.	Participate in the formulation and implementation of fisheries-related (e.g. ALDFG) legal, policy and institutional related	1

No.	Stakeholder	Description	Role/expected participation in project implementation	Category (ies)
				(See Table 1 for category descriptions)
			outcomes proposed by the project.	
44.	Vanuatu Maritime and Ocean Affairs Division, Ministry of Foreign Affairs	Division under the Ministry of Foreign Affairs.	Participate in consultations and other project initiatives to improve ALDFG and SBMPL management. Champion policies on SBMPL at the national level.	1
45.	Vanuatu Maritime Safety Authority (VMSA)	Statutory agency responsible for safeguarding the users of domestic vessel services, as well overseeing the smooth entry and operation of international vessels in Vanuatu. Functions include ensuring the effective regulation of ports and port facilities through the promotion of efficient and safe port operations and the protection of rights of port uses to access ports and port facilities. Responsible for enforcing the Shipping Act, VMSA Act, and Maritime Act. National focal point for the GloLitter Partnerships Project.	Participate in the formulation and implementation of efficient operations for Port Reception Facilities.	1
Civil Society Organizations/Non-Governmental organizations (International, Regional, National and Local)				
International/Regional				
46.	African Marine Environment Sustainability Initiative (AFMESI)	Pan-African non-profit organization with an interest in providing governments, international agencies and the maritime industry with a range of advisory, economic development and research services that inform policymaking, regulation and sustainable management and growth of Africa's marine resources.	Participate in consultations and other project initiatives to improve ALDFG and SBMPL management. Champion policies on SBMPL issues at regional and global meetings.	3
47.	Coastal Oceans Research and Development in the Indian Ocean (CORDIO) East Africa	Non-profit regional research network in the Western Indian Ocean. Interest in promoting sustainable resource use in fishing communities through national and regional research and providing support in improved governance of marine ecosystems. Contributes to major international policy and convention processes through its scientific research and publications, as well as its involvement in expert working groups and committees.	Participate in consultations and other project initiatives to improve ALDFG and SBMPL management including supporting the development of gender responsive, small business opportunities to encourage reuse, repurpose/ recycle or safe disposal of SBMPL in fishing communities in the Western Indian Ocean region. Champion policies on SBMPL issues at regional and global meetings.	3
48.	Global Ghost Gear Initiative (GGGI)	A cross sectoral alliance (including the fishing industry, private sector, academia, governments, intergovernmental and non-governmental	Key partner to engage on ALDFG management solutions. Champion	3

No.	Stakeholder	Description	Role/expected participation in project implementation	Category (ies)
		organizations) with an interest in addressing ALDFG worldwide.	policies on SBMPL issues at regional and global meetings.	(See Table 1 for category descriptions)
49.	GRID-Arendal	Non-profit environmental communications centre based in Norway. Transforms environmental data into innovative, science-based information products and provides capacity-building services that enable better environmental governance.	Develop information products to expand knowledge and awareness of SBMPL and potential solutions. Champion policies addressing SBMPL issues.	3
50.	International Seafood Sustainability Foundation (ISSF)	Global research and advocacy non-governmental organization focused on tuna sustainability.	Participate in consultations and other project initiatives to improve ALDFG and SBMPL management. Champion policies on SBMPL issues at regional and global meetings.	3
51.	International Union for Conservation of Nature (IUCN)	International membership union of government and civil society organizations. Member states include Costa Rica, Jamaica, Kenya and Vanuatu. IUCN has recently been involved in estimating plastic leakage in the environment from various sectors including fisheries through its global 'Marine Plastics and Coastal Communities' (MARPLASTICCs) project ^[1] .	Participate in consultations and other project initiatives to improve ALDFG and SBMPL management including supporting the development of gender responsive, small business opportunities to encourage reuse, repurpose/ recycle or safe disposal of SBMPL. Champion policies on SBMPL issues at regional and global meetings.	3
52.	Latin American Alliance for Sustainable Fisheries and Food Security (ALPESCAS, acronym in Spanish)	An alliance that brings together the main fishing associations and/or chambers of 10 Latin American countries. Interest in developing a united, sustainable and transparent industrial fisheries. Comprises 11 Chambers and Fishing Associations belonging to 10 countries, including Costa Rica.	Participate in consultations and other project initiatives to improve ALDFG and SBMPL management. Champion policies on SBMPL issues at regional and global meetings. Participate in identifying and promoting opportunities, incentives and benefits for the fishing industry to address SBMPL, including adopting new practices to reduce SBMPL.	2

No.	Stakeholder	Description	Role/expected participation in project implementation	Category (ies) (See Table 1 for category descriptions)
53.	MarViva	Non-governmental organization operating in Costa Rica, Panama and Colombia. Interest in facilitating multisectoral processes for the planning, creation and participatory governance of marine protected areas in Costa Rica, Panama and Colombia. Key interest in improving management of plastic waste, particularly single-use plastic.	Participate in consultations and other project initiatives to improve ALDFG and SBMPL management including supporting the development of gender responsive, small business opportunities to encourage reuse, repurpose/ recycle or safe disposal of SBMPL. Champion policies on SBMPL issues at regional and global meetings.	3
54.	Ocean Conservancy	International non-governmental organization. Partners with several organizations in Kenya to organize international coastal clean-ups and create evidence-based solutions for a healthy ocean.	Support community mobilization and awareness creation on SBMPL, their impacts on marine resources and potential community-based solutions. Champion policies on SBMPL issues at regional and global meetings.	3
55.	Sustainable Seas Trust	A science-based institution working to protect Africa's seas and communities through mitigating pollution and supporting sustainable waste management practices.	Participate in consultations and other project initiatives to improve ALDFG and SBMPL management. Champion policies on SBMPL issues at regional and global meetings. Champion policies on SBMPL issues at regional and global meetings.	3
56.	The Nature Conservancy (TNC)	International non-governmental organization working in various regions including Africa, Asia and the Pacific, Latin America and the Caribbean. Interest in creating and advancing effective conservation measures and finding solutions to climate and diversity crises.	Participate in consultations and other project initiatives to improve ALDFG and SBMPL management. Champion policies on SBMPL issues at regional and global meetings. Champion policies on SBMPL issues at regional and global meetings.	3
57.	Western Indian Ocean Marine Science Association (WIOMSA)	Regional non-governmental, non-profit, organization. Interest in advancing regional cooperation in all aspects of coastal and marine sciences (including socio-economic and	Participate in consultations and other project initiatives to improve ALDFG and SBMPL	3

No.	Stakeholder	Description	Role/expected participation in project implementation	Category (ies) (See Table 1 for category descriptions)
		management sciences) and management and to support sustainable development in the Western Indian Ocean Region while promoting interdisciplinary and multi-disciplinary approaches. Collaborated with UNEP-Nairobi to prepare a status report of marine plastic litter, including from the fishing and shipping sectors, in the Western Indian Ocean region ^[2] .	management in the Western Indian Ocean Region. Champion policies on SBMPL issues at regional and global meetings.	
58.	Women's International Shipping and Trading Association (WISTA)	An international networking organization with a mission is to attract and support women, at the management level, in the maritime, trading and logistics sectors.	Support and promote gender mainstreaming activities under the project.	3
59.	Women's Maritime Associations (Regional)	Professional networks with an interest in improving gender balance in the shipping industry: <ul style="list-style-type: none"> - Pacific Women in Maritime Association (PacWIMA) - Association for Women in the Maritime Sector in Eastern and Southern Africa region (WOMESA) - Women in Maritime Association, Caribbean (WiMAC) 	Support and promote gender mainstreaming activities under the project.	3
Costa Rica				
60.	Central American Association for Economy, Health and Environment (ACEPESA, acronym in Spanish)	Non-profit technical organization in Costa Rica. Interest in strengthening local capacities and promoting public policies that address water and sanitation, comprehensive solid waste management and local economic development, with a special emphasis on community-based rural tourism. Provides training and technical assistance in waste management.	Participate in consultations and other project initiatives to improve ALDFG and SBMPL management including supporting the development of gender responsive, small business opportunities to encourage reuse, repurpose/ recycle or safe disposal of SBMPL. Facilitate engagement with local communities, including small and micro enterprises interested in SBMPL management. Champion policies on SBMPL issues at national meetings.	3

No.	Stakeholder	Description	Role/expected participation in project implementation	Category (ies) (See Table 1 for category descriptions)
61.	Center for Technological Management and Industrial Informatics (CEGESTI, acronym in Spanish)	Non-profit organization in Costa Rica. Interest in promoting and facilitating stakeholder participation and collaboration in circular economy and plastic elimination. Has worked on projects to develop strategies and actions to prevent marine litter.	Participate in consultations and other project initiatives to improve ALDFG and SBMPL management. Champion policies on SBMPL issues at national meetings.	3
62.	CoopeSolidar RL	Non-governmental organization in Costa Rica. Interest in promoting actions that reduce the loss of biodiversity and guarantee fair and equitable access and distribution of the benefits derived from the use of biodiversity elements, to improve the quality of life and expand development opportunities for civil society.	Participate in consultations and other project initiatives to improve ALDFG and SBMPL management. Champion policies on SBMPL issues at national meetings.	3
63.	Friends of Cocos Island Coco (FAICO)	Non-governmental organization in Costa Rica. Interest in channelling and executing human, technical, and financial resources to contribute to the effective management of the Cocos Marine Conservation Area and essential ecosystems of the Eastern Tropical Pacific.	Participate in consultations and other project initiatives to improve ALDFG and SBMPL management. Champion policies on SBMPL issues at national meetings.	3
64.	One Sea	Non-profit organization in Costa Rica. Interest in developing and promoting new regulations, institutional strengthening, education and awareness around ocean issues. Interest in supporting reduction of plastic consumption for healthy oceans.	Participate in consultations and other project initiatives to improve ALDFG and SBMPL management, including participating in knowledge management activities. Champion policies on SBMPL issues at national meetings.	3
Jamaica				
65.	Jamaica Environmental Trust (JET)	Interest in protecting Jamaica's natural resources using education, advocacy and the law to influence individual and organizational behaviour and public policy and practice. Operates a recycling collection depot for plastic bottles. Undertook a project to address the issue of ALDFG and plastics within the Palisadoes-Port Royal Protected Area and Kingston Harbour Beaches.	Support community mobilization and awareness creation on SBMPL, their impacts on marine resources and potential community-based solutions. Champion policies on SBMPL issues at national meetings.	3
Kenya				
66.	Centre for Environmental Justice and	Non-governmental organization in Kenya. Interest in promoting sound management of chemicals and waste to protect the natural environment and well-being of Kenyan people, especially vulnerable	Support community mobilization and awareness creation on SBMPL, their impacts on	3

No.	Stakeholder	Description	Role/expected participation in project implementation	Category (ies)
				(See Table 1 for category descriptions)
	Development (CEJAD)	populations. Undertakes advocacy programs to eliminate human and environmental exposure to toxic chemicals and plastic waste. Observer on global, regional and national environmental issues by the UN Environment (UNEP) and other international networks.	marine resources and potential community-based solutions. Champion policies on SBMPL issues at national meetings.	
67.	Coastal and Marine Resource Development (COMRED)	Non-profit organization in Kenya. Interest in conservation and research of coastal and marine resources; sustainable urban development; capacity building, particularly of communities; and assisting communities to design and implement projects, as well as mentorship and monitoring.	Participate in consultations and other project initiatives to improve ALDFG and SBMPL management including supporting the development of gender responsive, small business opportunities to encourage reuse, repurpose/ recycle or safe disposal of SBMPL. Facilitate engagement with local fishing communities. Champion policies on SBMPL issues at national meetings.	3
68.	ERACOMA	Environmental research, conservation and management organization. Implemented the “Neti Ni Pesa” project which sought to recover, recycle, and prevent ghost gear from artisanal fisheries in selected sites along the Kenyan coast.	Participate in consultations and other project initiatives to improve ALDFG and SBMPL management including supporting the development of gender responsive, small business opportunities to encourage reuse, repurpose/ recycle or safe disposal of SBMPL. Facilitate engagement with local fishing communities. Champion policies on SBMPL issues at national meetings.	3
69.	Hand in Hand Eastern Africa	Non-governmental organization in Kenya. Interest in reducing poverty through enterprise development and job creation. Target groups include youth, women and men, community-based organizations, farmer groups, trader groups, etc.	Support community mobilization and awareness creation on SBMPL, their impacts on marine resources and potential community-based solutions. Support the development of gender responsive, small business opportunities at the local levels to encourage reuse, repurpose/ recycle or safe	3

No.	Stakeholder	Description	Role/expected participation in project implementation	Category (ies)
				(See Table 1 for category descriptions)
			disposal of SBMPL. Champion policies on SBMPL issues at national meetings.	
70.	Pwani Circular Economy Association	Association of waste actors from across the coastal Kenya focusing on marketing recyclables; policy and advocacy; savings and credit cooperative.	Support community mobilization and awareness creation on SBMPL, their impacts on marine resources and potential community-based solutions. Support the development of gender responsive, small business opportunities at the local levels to encourage reuse, repurpose/ recycle or safe disposal of SBMPL. Champion policies on SBMPL issues at national meetings.	3
71.	World-Wildlife Fund (WWF) Kenya	International non-governmental organization. Interest in conserving nature and reducing pressing threats to the diversity of life on Earth. Has been involved with estimating plastics in the coastal environment and promoting the plastic circular economy.	Participate in consultations and other project initiatives to improve ALDFG and SBMPL management including supporting the development of gender responsive, small business opportunities to encourage reuse, repurpose/ recycle or safe disposal of SBMPL. Facilitate engagement with local communities. Champion policies addressing SBMPL issues at national meetings.	3
Vanuatu				
72.	Vanuatu Women in Maritime Association (VANWIMA)	Interest in promoting gender equality, education, training and career opportunities for women, in the maritime sector.	Key partner to engage to support gender mainstreaming actions under the project.	3
Academic and Research Institutions				
International/Regional				
73.	Gulf and Caribbean Fisheries Institute (GCFI)	Not-for-profit organization that promotes the exchange of information on the use and management of marine resources in the Gulf and Caribbean. Co-host of the Global Partnership on Marine Litter and Plastic Pollution (GPML-Caribe) together with UN Environment.	Provide data and information and/or participate in fisheries and marine research-based project activities to expand knowledge on SBMPL. Participate in consultations and other project	3

No.	Stakeholder	Description	Role/expected participation in project implementation	Category (ies)
				(See Table 1 for category descriptions)
			initiatives to improve ALDFG and SBMPL management. Champion policies addressing SBMPL issues.	
74.	INNOCEANA	A global nonprofit organization dedicated to preserving the ocean for future generation and have developed an integrated approach to conservation that combines innovation, education, research, and collaboration. INNOCEANA has an area Clean UPS that engage communities to remove trash from beaches and seabeds and to raise awareness about litter and plastic pollution.	Participate in consultations and other project initiatives to improve ALDFG and SBMPL management. Champion policies addressing SBMPL issues.	1
75.	Our Sea of East Asia Network (OSEAN)	Non-profit, civic group with an interest in protecting the marine environment from marine litter pollution through investigation, research, education, policy development, and international cooperation.	Provide data and information and/or participate in fisheries and marine research-based project activities to expand knowledge on SBMPL. Participate in consultations and other project initiatives to improve ALDFG and SBMPL management. Champion policies addressing SBMPL issues.	3
76.	World Maritime University (WMU)	A global centre of excellence recognized by the International Maritime Organization (IMO) and the United Nations General Assembly, plays a significant role in maritime and ocean education, research, capacity-building and economic development while promoting the roles of women in the maritime and ocean sectors.	Provide data and information and/or participate in fisheries and marine research-based project activities to expand knowledge on SBMPL. Participate in consultations and other project initiatives to improve ALDFG and SBMPL management.	3
Costa Rica				
77.	Environmental Protection Research Centre (CIPA, acronym in Spanish), Costa Rica Technology Institute (TEC, acronym in Spanish)	Conducts and fosters research to provide advice for the MARPOL and London Conventions.	Provide data and information and/or participate in fisheries and marine research-based project activities to expand knowledge on SBMPL. Participate in consultations and other project initiatives to improve ALDFG and SBMPL management.	3

No.	Stakeholder	Description	Role/expected participation in project implementation	Category (ies)
				(See Table 1 for category descriptions)
78.	Marine Biology Centre (ECMAR, acronym in Spanish), National University of Costa Rica (UNA, acronym in Spanish)	National tertiary level institution in Costa Rica. Conducts and fosters research to provide advice for the sustainable management of the coastal and marine areas and resources.	Provide data and information and/or participate in fisheries and marine research-based project activities to expand knowledge on SBMPL. Participate in consultations and other project initiatives to improve ALDFG and SBMPL management.	3
79.	Research Centre in Sciences of the of the Sea and Limnology (CIMAR, acronym in Spanish), University of Costa Rica,	National tertiary level institution in Costa Rica. Conducts and fosters research to provide. advice for the sustainable management of the coastal and marine areas and resources.	Provide data and information and/or participate in fisheries and marine research-based project activities to expand knowledge on SBMPL. Participate in consultations and other project initiatives to improve ALDFG and SBMPL management.	3
Jamaica				
80.	Centre for Marine Sciences, University of the West Indies, Mona Campus	Conducts and facilitates research in the marine environment of Jamaica and the wider Caribbean, exploring the presence and status of coastal and marine species and resources while providing sound environmental advice to Governments and Non-Governmental Organizations.	Provide data and information and/or participate in fisheries and marine research-based project activities to expand knowledge on SBMPL. Participate in consultations and other project initiatives to improve ALDFG and SBMPL management.	3
Kenya				
81.	Bandari Maritime Academy, Kenya	An institution mandated to develop academic and vocational skills, and provide the maritime labour needed for sustainable growth of the Blue Economy.	Develop short training courses focused on the reduction of SBMPL including the sources, movement, fate, and industry best practices for avoidance and recovery of SBMPL.	3
82.	Kenya Marine and Fisheries Research Institute	State corporation in Kenya. Undertakes research in marine and freshwater fisheries, aquaculture, environmental and ecological studies, and marine research including chemical and physical oceanography. Provides scientific data and information to the government to inform sustainable development of the Blue Economy. Conducts research on land and sea-based marine plastic litter in Kenya. Pioneering research and piloting of	Provide data and information and/or participate in fisheries and marine research-based project activities to expand knowledge on SBMPL. Participate in consultations and other project initiatives to improve	3

No.	Stakeholder	Description	Role/expected participation in project implementation	Category (ies)
				(See Table 1 for category descriptions)
		fishing gear modification and leveraging mobile technology to promote market access and recycling of recovered marine litter and fishing gear.	ALDFG and SBMPL management. Support the development of gender responsive, small business opportunities to encourage reuse, repurpose/ recycle or safe disposal of SBMPL. Facilitate engagement with local fishing communities.	
83.	National universities in Kenya (TUM, KU, UON, JKUAT, UOE, Pwani)	National universities in Kenya offering various courses on environmental management. The University has generated data and information on marine litter pollution through student theses and dissertations, and indirectly through projects.	Integrate issues of SBMPL into the formal university education curriculum.	3
84.	The Maritime Technology Cooperation Centre for Africa (MTCC Africa)	A consortium hosted by JKUAT in partnership with KPA and KMA, focused on facilitating compliance with MARPOL Annex VI, raising awareness about policies, strategies and measures for the reduction of green-house gases and other emissions from the maritime transport sector.	Provide data and information and/or participate in fisheries and marine research-based project activities to expand knowledge on SBMPL. Participate in consultations and other project initiatives to improve ALDFG and SBMPL management. Integrate issues of SBMPL (sources, type, fate, sighting, reporting retrieval, management, etc.) into the formal university education curriculum.	3
Vanuatu				
85.	National University of Vanuatu	Tertiary education institution established in 2019 by the Government of Vanuatu. Incorporates a number of colleges including the Vanuatu Maritime College.	Integrate issues of SBMPL into the formal university education curriculum.	3
Private sector				
Global/International				
86.	Baltic and International Maritime Council (BIMCO)	World's largest direct-membership organization for shipowners, charterers, shipbrokers and agents.	Participate in identifying and promoting opportunities, incentives and benefits for the private sector to address SBMPL, including adopting new practices to reduce SBMPL.	2
87.	GloLitter Global Industry Alliance (GIA)	An alliance of ocean industry leaders working together with the IMO-FAO GloLitter Partnerships project, through the UN Global Compact, to support	Participate in identifying and promoting opportunities, incentives	2

No.	Stakeholder	Description	Role/expected participation in project implementation	Category (ies) (See Table 1 for category descriptions)
		efforts to address the issue of marine plastic litter from sea-based sources, in particular within the shipping and fishing sectors. The alliance has 14 members and one observer, including shipping and biofouling management companies, research institutions, classification societies and associations. The GIA Fund, established through an annual membership contribution by the GIA industry partners, provides financial resources to implement selected projects based on chosen priority areas.	and benefits for the private sector to address SBMPL, including adopting new practices to reduce SBMPL.	
88.	International Seafood Sustainability Association (ISSA)	A trade association whose members are tuna processors, traders and/or marketers committed to conform to the conservation measures implemented by the International Seafood Sustainability Foundation (ISSF).	Participate in identifying and promoting opportunities, incentives and benefits for the private sector to address SBMPL, including adopting new practices to reduce SBMPL.	2
89.	Major fisheries companies	Major fisheries companies.	Participate in consultations and other project initiatives to improve ALDFG and SBMPL management. Champion policies on SBMPL issues at regional and global meetings. Participate in identifying and promoting opportunities, incentives and benefits for the fishing industry to address SBMPL, including adopting new practices to reduce SBMPL.	2
90.	United Nations Global Compact (UNGC)	A non-binding United Nations pact to get businesses and firms worldwide to adopt sustainable and socially responsible policies, and to report on their implementation. It is the world's largest corporate sustainability and corporate social responsibility initiative, with more than 20,000 corporate participants and other stakeholders in over 167 countries.	Participate in identifying and promoting opportunities, incentives and benefits for the private sector to address SBMPL, including adopting new practices to reduce SBMPL.	2
Costa Rica				
91.	Chamber of Industries of Costa Rica	Private association that brings together the vast majority of industrial companies in Costa Rica and represents the industrial sector.	Participate in identifying and promoting opportunities, incentives and benefits for the private sector to address SBMPL, including adopting new practices to reduce SBMPL.	2

No.	Stakeholder	Description	Role/expected participation in project implementation	Category (ies)
				(See Table 1 for category descriptions)
92.	Small-scale fisherfolk and their organizations	Small-scale fisherfolk	Provide local knowledge on ALDFG. Participate in formulating ALDFG management measures. Adopt new practices to reduce ALDFG.	2
Jamaica				
93.	Jamaica Manufacturers and Exporters Association (JAMEA)	Leading industry association, serving as the voice of exporters, manufacturers, service providers, micro, small and medium enterprises. Provides support to its members and the industry through advocacy, strategic partnerships, export services, research, capacity building, and access to finance.	Participate in identifying and promoting opportunities, incentives and benefits for the private sector to address SBMPL, including adopting new practices to reduce SBMPL. Support the development of gender responsive, small business opportunities to encourage reuse, repurpose/ recycle or safe disposal of SBMPL.	2
94.	Small-scale fisherfolk and their organizations e.g. Jamaican Fishermen Cooperative Union Limited	Small-scale fisherfolk	Provide local knowledge on ALDFG. Participate in formulating and piloting ALDFG management measures. Adopt new practices to reduce ALDFG.	2
Kenya				
95.	Kenya Association of Manufacturers (KAM)	A representative of manufacturing and value-adding industries in Kenya. Promotes competitive and sustainable local manufacturing. As the umbrella organization of the manufacturing sector, it articulates their unified position with a view to inform the preparation of a suitable and sustainable policy framework on plastics in Kenya.	Participate in identifying and promoting opportunities, incentives and benefits for the private sector to address SBMPL, including adopting new practices to reduce SBMPL.	2
96.	Kenya Private Sector Alliance (KEPSA)	KEPSA is the topmost organization of the private sector in Kenya and it brings together local and foreign business associations, chambers of commerce, professional bodies, corporates from multinational companies, medium, SMEs, and start-ups from all sectors of the economy to enable them to speak with one voice when engaging government, development partners and other stakeholders on cross-cutting policy issues and programs for Social – Economic Development of the Country.	Participate in identifying and promoting opportunities, incentives and benefits for the private sector to address SBMPL, including adopting new practices to reduce SBMPL.	2
97.	Small-scale fisherfolk and their organizations	Small-scale fisherfolk	Provide local knowledge on ALDFG. Participate in formulating and piloting ALDFG management measures. Adopt new	2

No.	Stakeholder	Description	Role/expected participation in project implementation	Category (ies)
			practices to reduce ALDFG.	(See Table 1 for category descriptions)
Vanuatu				
98.	Ifira Ports Development Service Ltd (IPDS Ltd)	Private company that manages one of the two main international ports located in Port Vila. The IPDS Ltd port is the main port for all international freight and containers cargo arriving in the capital.	Participate in the formulation and implementation of efficient operations for Port Reception Facilities.	2
99.	RecycleCorp	Vanuatu's only dedicated recycling company.	Participate in initiatives to reduce SBMPL focused on repurposing and recycling plastic and fishing gear from the maritime industry.	2
100.	Small-scale fisherfolk and their organizations	Small-scale fisherfolk	Provide local knowledge on ALDFG. Participate in formulating and piloting ALDFG management measures. Adopt new practices to reduce ALDFG.	2
101.	Vanuatu Chamber of Commerce and Industry	Statutory body. Vanuatu's national private sector organization. Represents Vanuatu's private sector.	Participate in identifying and promoting opportunities, incentives and benefits for the private sector to address SBMPL, including adopting new practices to reduce SBMPL.	2
Intergovernmental and External Governmental Institutions				
102.	Caribbean Regional Fisheries Mechanism (CRFM)	Inter-governmental organization concerned with the promotion of sustainable fisheries in the Caribbean. CRFM has a MOU with GGGI as a part of their collaborative efforts to combat the growing negative impacts of ALDFG across the Caribbean. Jamaica is a Member State of CRFM.	Key partner to engage on development of national ALDFG policies and measures for Jamaica to facilitate sharing of best practices, lessons learned and upscaling for the Caribbean region. Can facilitate regional coordination to address SBMPL management.	1
103.	Central American Maritime Transport Commission (COCATRAM, acronym in Spanish)	Specialized organization that is a permanent part of the institutional structure of the Central American Integration System (SICA). Attends to matters related to Central America's maritime and port development. Main function is to advise the Council of Transport Ministers of Central America (COMITRAN) and the member governments on the adoption of policies and decisions. Costa Rica is a member country.	Key partner to engage on development of national SBMPL policies and measures for Costa Rica to facilitate sharing of best practices, lessons learned and upscaling for the Central American region. Can facilitate regional coordination to address SBMPL management.	1

No.	Stakeholder	Description	Role/expected participation in project implementation	Category (ies)
				(See Table 1 for category descriptions)
104.	Central American Commission on Environment and Development (CCAD)	Council of Ministers, comprising Environmental Authorities of member countries. Harmonizes environmental laws and promotes in Central America plastic reduction	Key partner to engage on development of national SBMPL policies and measures for Costa Rica to facilitate sharing of good practices, lessons learned and upscaling for the Central American region. Can facilitate regional coordination to address SBMPL management.	1
105.	Central America Fisheries and Aquaculture Organization (OSPESCA, acronym in Spanish)	Regional fisheries advisory body. Issues regional binding management measures on different fisheries and aquaculture matters. Has nine specialized working groups which evaluate and provide management and development recommendations. Costa Rica is a member state. Currently developing a Central American Regional Action Plan for SBMPL (2024-2026) that is expected to be under implementation from the end of 2024.	Key partner to engage on development of regional and global ALDFG policies and measures. Provide technical support and advice to the project. Can facilitate regional coordination to address SBMPL management.	1
106.	Central American Commission on Maritime Transport	A specialized organization that is a permanent part of the institutional structure of the Central American Integration System (SICA). Promotes and supports MARPOL and London Conventions. Attends to matters related to Central America's maritime and port development with its main functions being to advise the Council of Transport Ministers of Central America (COMITRAN) and the member governments on the adoption of policies and decisions.	Key partner to engage on development of national SBMPL policies and measures for Costa Rica to facilitate sharing of good practices, lessons learned and upscaling for the Central American region. Can facilitate regional coordination to address SBMPL management.	1
107.	Food and Agriculture Organization of the United Nations (FAO)	FAO has within the UN system the mandate for fisheries development and management. FAO works extensively on fisheries management globally. FAO hosts the only global decision making forum on fisheries management, which is the Committee on Fisheries (COFI). Key partner on region-wide fisheries management approaches and lessons learned. Global coordinating entity, ensuring coherence in global-regional fisheries management and development, including on ALDFG management strategies and blue growth. FAO provides the network for RFBs/RFMOs Secretariats, through the RSN and coordinates the Blue Ports Initiative. FAO also co-organizes the ICES-FAO Working Group on Fishing Technology and Fish Behaviour (WGFTFB), which embeds a topic group on ALDFG in which experts discuss technologies to reduce ALDFG/Ghost fishing.	GEF implementing Agency for the project. Also, responsible for providing substantial technical support to the project in the area of fisheries management, ALDFG reduction, and fishing gear technologies. FAO will bring findings of the project to the attention of COFI and RSN members, while contributing guidelines and best-practices to the project as well.	1, 4

No.	Stakeholder	Description	Role/expected participation in project implementation	Category (ies) (See Table 1 for category descriptions)
108.	Global Environment Facility (GEF)	Fund dedicated to confronting biodiversity loss, climate change, pollution, and strains on land and ocean health. Its grants, blended financing, and policy support helps developing countries address their biggest environmental priorities and adhere to international environmental conventions.	Donor for the project.	4
109.	International Maritime Organization (IMO)	Specialized agency of the United Nations responsible for regulating shipping. Lead implementing partner for the GloLitter Partnerships project. Also implements the 'Women in Maritime Programme'.	Executing partner for the project. Provide administrative and technical oversight for the implementation of the project.	4
110.	Joint Group of Experts on the Scientific Aspects of Marine Environmental Protection Working Group 43: Sea-based sources of marine litter (GESAMPWG43)	GESAMP is an advisory body consisting of specialized experts. GESAMPWG43 is jointly led by FAO and IMO as Technical Secretaries with co-sponsorship support from UNEP. Mandated to work to build a more comprehensive understanding of specific types of sea-based sources of marine litter, and to guide interventions on these sources based on identified priorities, drawing upon the expertise of FAO, IMO, UNEP and other relevant organizations and experts.	Key partner to engage on development of regional and global SBMPL policies and measures. Provide technical support and advice to the project.	1
111.	Nairobi Convention	A partnership between governments, civil society and the private sector working towards a prosperous Western Indian Ocean Region with healthy rivers, coasts and oceans. Hosts the regional Group of Experts on Marine Litter and Microplastics and funded baseline surveys on marine plastic. Part of UNEP's Regional Seas Programme.	Key partner to engage on development of national SBMPL policies and measures for Kenya to facilitate sharing of best practices, lessons learned and upscaling for the Western Indian Ocean Region. Can facilitate regional coordination to address SBMPL management.	1
112.	Secretariat of the Pacific Regional Environment Programme (SPREP)	Regional organization established by the Governments and Administrations of the Pacific charged with protecting and managing the environment and natural resources of the Pacific. Interest in promoting cooperation in the Pacific region and providing assistance in order to protect and improve its environment and to ensure sustainable development. Vanuatu is a Member State.	Key partner to engage on development of SBMPL policies to facilitate sharing of information, regional best practices, lessons learned and upscaling. Can facilitate regional coordination to address SBMPL management.	1, 3
113.	Southwest Indian Ocean Fisheries Commission (SWIOFC)	Regional fisheries advisory body, established under the FAO Constitution. The 12 member states include Kenya (project country) as well as 4 eastern African SIDS, SWIOFC is an advisory body which	The SWIOFC collaborates (through a Memorandum of Understanding) with the UNEP Nairobi Convention	1

No.	Stakeholder	Description	Role/expected participation in project implementation	Category (ies)
				(See Table 1 for category descriptions)
		promotes the sustainable utilization of the living marine resources of the Southwest Indian Ocean (EEZ areas of the members).	to reduce the negative anthropogenic impact on aquatic biodiversity. SWIOFC requires gear marking in its guidelines , and will support the project in further awareness raising and capacity building on ALDFG of fishers and vessel owners at regional level.	
114.	UNESCO Intergovernmental Oceanographic Commission	Promotes international cooperation in marine sciences to improve management of the ocean, coasts and marine resources. Has 150 Member States that work together to coordinate programs in capacity development, ocean observations and services, ocean science, tsunami warning and ocean literacy. Coordinates, with UNEP, Working Group 40 on Plastics and Micro-plastics in the Ocean of the Joint Group of Experts on the Scientific Aspects of Marine Environmental Protection (GESAMP).	Key partner to engage on development of SBMPL policies to facilitate sharing of scientific information, global best practices, lessons learned and upscaling. Can facilitate global coordination to address SBMPL management.	1,3
115.	United Nations Environmental Programme (UNEP)	Responsible for coordinating responses to environmental issues within the United Nations system. Secretariat for the Global Partnership on Plastic Pollution and Marine Litter and co-sponsor for GESAMP Working Group 43 on sea-based sources of marine litter. Coordinates UN Environment Regional Seas Programme which is a regional mechanism for conservation of the marine and coastal environment. Secretariat for the Cartagena Convention and the Caribbean Environment Programme.	Key partner to engage on development of regional and global SBMPL policies and measures. Provide technical support and advice to the project. Can facilitate regional coordination to address SBMPL management.	1,3
116.	Western Central Atlantic Fishery Commission (WECAFC)	Regional fisheries advisory body, established under the FAO Constitution, with 34 member countries (including project countries Costa Rica and Jamaica). 15 members of WECAFC are Small Island Developing States (SIDS) and 27 are Developing Countries. WECAFC aims to promote the effective conservation, management and development of the living marine resources of the area of competence of the Commission (FAO area 31: Western Central Atlantic)	WECAFC members are committed to reduce ghost fishing. The membership issued a recommendation on the marking of fishing gear by its members in 2019. WECAFC will support regional scaling-up of project findings and recommendations and support regional level capacity building and awareness raising on ALDFG in the Caribbean.	1

B4. Private Sector

The project will develop strong partnerships with the private sector. Private sector involvement and investment is especially needed to move towards greater adoption of reduced plastic options in shipping and fisheries (e.g. repairing or repurposing fishing gear elements) and SBMPL treatment and recycling for longer-term and more effective SBMPL management, and importantly for the scaling up and sustainability of PRO-SEAS project successes.

The private sector will be involved in collaborative development of innovative solutions to address SBMPL, investment in SBMPL management and recycling, and the adoption of reduced plastic options in the shipping and fisheries sectors. They will also provide in-kind contributions and engage as key stakeholders to promote collaboration, knowledge sharing, and the adoption of sustainable practices in addressing SBMPL. Private sector collaboration will be instrumental in the delivery of each project component. For example, fishing, shipping and waste management companies will be directly involved in Component 1 through the collaborative development of national policies and legislation relating to SBMPL. The technical expertise of the private sector companies involved in the shipping, fisheries and waste management sectors will also be sought under Component 2 to establish new or upgrade existing PRFs and measures to strengthen their operations. Under Component 3, the project will help to stimulate private sector engagement through market-based approaches for environmentally sound management of SBMPL. This will include working with small and medium sized enterprises to identify new investment opportunities for the reuse, repurposing, recycling or safe disposal of SBMPL. The project will also seek to encourage private sector investments in sustainable SBMPL management and recycling. For example, investments will be sought from the private financial institutions to upgrade or establish PRFs based on the development bankable proposals. The private sector will also be engaged in project knowledge management and lesson learning activities (under Component 4) as the private sector represents a key focus for dissemination and upscaling of project results, through shipping and fisheries sector companies and associations and waste management businesses.

Private sector organizations will be engaged via their various associations and other existing alliances to participate in identifying and promoting opportunities, incentives and benefits for the private sector to address SBMPL, including adopting new practices to reduce SBMPL. FAO will provide expertise on private sector engagement at the international and regional/LME levels. IMO, the project executing partner, also has strong private sector shipping links globally, so strong engagement of the fisheries and shipping private sector is expected.

The PRO-SEAS project will particularly engage private sector through the Global Industry Alliance (GIA) on SBMPL led by IMO in partnership with FAO where major private companies involved with shipping and fisheries, join efforts to address SBMPL. GIA involves companies which are willing to bring their resources, expertise and support to work towards the reduction and/or sustainable collection, recycling, repurposing or disposal of ship-based and wider marine litter. Examples of such organizations include fishery companies, shipping companies, cruise industry, port authorities, waste management organizations, plastics industry supplying the shipping and fisheries sectors, etc.

It is important to note that the cruise sector has existing initiatives to address the use of plastics in the design, fitting, and operation of cruise ships, with efforts to inform passengers and crew of the need to dispose plastics responsibly (not thrown overboard), as well as broader efforts to reduce, reuse or recycle plastics within the industry, and is much more advanced than the shipping and fisheries sectors as a whole. For this reason, the PRO-SEAS project focuses on the shipping and fisheries sectors which need greater efforts to reduce their contribution to SBMPL.

The project responds to the GEF's Private Sector Engagement Strategy (PSES). In line with PSES, private sector stakeholders will be engaged through a variety of approaches and mechanisms, including:

- Targeting communication activities and channels to inform private sector partners of the GEF process, objectives of the IW focal area and entry points for the private sector;
- Providing guidance on potential private sector roles and support for the project based on identification of individual private sector company priorities and their alignment with (mapping to) the project objectives and GEF country and focal area priorities;
- Use of tailored private sector-specific workshops, consultations, and working groups to explore possible matching of their interests with those of the project, as well as direct capacity building with project staff (costs met through co-financing);
- Ensuring communication of private sector interest and engagement among the project partners;
- Sharing lessons learned from the project's experience with private sector engagement with partners and more widely (e.g. through IW:LEARN);
- Providing accurate and timely information for guidance documents, such as case studies;
- Exploring barriers to private sector involvement in the project and potential solutions to these; and
- Ensuring project representation and promotion of project results at key fishing and shipping industry fora held in the participating countries, such as meetings of the regional fisheries and seas bodies.

The project will develop a Partnership and Stakeholder Strategy (building on the Stakeholder Engagement Plan at Annex J)), which, along with the project's Knowledge Management and Communications Strategy (under Component 4) will have a specific focus on supporting effective engagement and communication with the private sector.

B5. Transformational and innovation nature of project

The project will be transformative by strengthening/updating legal, policy and institutional frameworks to specifically address SBMPL and improve systems for environmentally sound management of SBMPL (under Component 1) and building capacity and tools to support these (under Components 2 and 3). The PRO-SEAS project will combine technology, science, and community engagement to provide a comprehensive and effective assessment of SBMPL, ultimately leading to better management and reduction strategies.

There are currently very limited initiatives targeting the issue of SBMPL at national, regional or global levels, therefore, much of the focus of the project is innovative through directly addressing SBMPL across these levels. The project is also innovative in that it directly addresses SBMPL in the three LMEs through scaling up the existing limited, as well as new, national and regional SBMPL initiatives under previous projects (e.g., GloLitter Partnerships project) as well as within this project. The four project countries will play a catalytic role in scaling-up the policies and legislative measures at national level to regional level, including in their respective LMEs, by introducing these measures at sessions of RFBs, RFMOs, and Regional Seas Commissions, for regionwide adoption and implementation.

The extent and type of SBMPL is under-assessed. The PRO-SEAS project will improve data collection, knowledge gaps and associated decision-support tools for management and environmentally sound disposal of SBMPL, whether by marking/geo-tagging of fishing gear or improving monitoring and reporting of plastics entering and leaving individual ships at target ports by port authorities and assessing the volume of EOL fishing gear (under Component 2).

More effective integration of SBMPL into domestic plastics reuse, repair, recycling, repurposing and waste management systems through promotion of partnerships between environmental authorities, waste management/recycling companies, maritime, fisheries and port authorities for recycling/repurposing or safe environmentally sound disposal of MPL from ships (under Components 2 and 3) and achieving reductions of SBMPL through improved planning to manage potential SBMPL risk from ships coming into and exiting

ports or traversing environmentally sensitive marine areas (under Component 2), are similarly largely untried and thus innovative under this project.

Piloting a market approach for behavioural change to move maritime/fisheries sectors to more environmentally safe disposal at target ports (under Component 3) is also a relatively new, and thus innovative, approach, especially in developing countries. The trialing of technological fishing gear marking options and testing of biodegradable gillnets are innovative approaches that hold promise at mitigating harmful effects of ALDFG. Gender-responsive SBMPL business ventures identified and supported in selected countries (under Component 3) will also support a gender-transformative approach (GTA) which is innovative for the target countries, to ensure the long-term sustainable and transformative nature of these ventures. Several innovative technologies, tools and approaches will be trialled to assess and address SBMPL. These involve a combination of advanced technologies, interdisciplinary methods, and novel strategies to understand and mitigate the problem. For instance, this will include:

- Use of satellite imagery and waste data to predict risk areas for plastic leakage in the marine environment. This approach can provide large-scale risk assessments to better target actions and monitor plastic waste streams.
- Researching and promoting the use of best practices (e.g. reduction strategies, alternative materials) to reduce the amount of plastic entering marine environments.
- Business opportunities to address the lifecycle of plastic products from production to disposal, helping to ensure accountability and traceability in plastic waste management.
- Developing new policies and economic incentives to reduce plastic production and improve waste management, such as extended producer responsibility (EPR), plastic bans, and deposit-return schemes.
- Fostering international collaboration among governments, NGOs, researchers, and the private sector to share data, resources, and best practices for tackling SBMPL.

B6. Knowledge generation, management and exchange

Knowledge Management (KM) is an integral part of the project, essential for generating awareness, promoting learning and continuous improvement (linked to project M&E activities), generating content for up-scaling of project achievements, lessons and good practices, enabling institutional memory, and supporting stakeholder engagement on key issues related to SBMPL.

The project will generate considerable information and knowledge products across all its components. These will be coordinated through Component 4 whose principal focus is to raise awareness of the impacts of SBMPL, promote potential solutions to reduce and eliminate SBMPL among all stakeholders and to ensure the efficient use and distribution of information and knowledge generated by the project. Key knowledge elements include information on volumes and types of SBMPL (including ALDFG), the associated impacts in relation to biodiversity hotspots and sensitive marine habitats/species (particularly in the project's target countries and LMEs), and information on best practices for SBMPL management. The use of knowledge to strengthen capacity is seen as particularly critical to the project's success. Consequently, the project has dedicated KM activities under Component 4 but will use KM to support capacity building and training actions across all the project's components. Broader dissemination of experience and lessons learnt generated by the project will also be pursued through engaging national, regional and global technical and educational institutions, and through South-South cooperation mechanisms. Consequently, the project's KM approach will place particular emphasis on stakeholder engagement and the KMC Strategy and Plan will be linked to the project's Stakeholder Engagement Plan that ensures robust information dissemination and exchange.

Online/virtual training and information exchange are expected to play a significant role in the project's KM approach (and to support capacity building). PRO-SEAS project information will be included as part of a marine plastic portfolio website which will be an extension of the existing GloLitter website, and will be linked to other relevant national, regional and global platforms, including other existing IMO and FAO websites as well as the FAO eLearning Academy, which can support the project's remote learning activities. IMO is particularly well capacitated for this effort with alignments to numerous shipping-related organisations globally and similarly FAO with fisheries management organizations. These formal and informal links, provide a platform to discuss and design locally adapted KM services.

Project results, experiences, lessons learned and recommendations for successful implementation of effective SBMPL management measures will be documented and disseminated via IMO and FAO website and social media (where applicable) and other relevant digital platforms e.g. the GPML multi-stakeholder digital platform[34] and through IMO's Maritime Knowledge Centre[35]. The project's Knowledge Management approach particularly builds on the experiences, lessons learned and information platforms developed during IMO's GloBallast, GloMEEP and GloFouling projects.

The project will benefit from a broad range of both innovative and established KM services, products, and expertise available through IMO and FAO co-financing, offering support over the entire data cycle including data collection. These include: linkage to the IMO's Global Integrated Shipping Information System (GISIS)[36], particularly the module on Port Reception Facilities (the four participating countries will provide improved data through the PRO-SEAS project); locally adaptable SMARTForms /mobile apps for data collection); analysis and reporting including on ALDFG statistics (such as through the FAO Global ALDFG Survey database); as well as other FAO corporate KM products). Key elements of KM are document and publication management, and data persistence and re-use, which are also key for the project's sustainability strategy, which will be supported by these digital platforms.

A core element of Component 4 will be the development of a Knowledge Management and Communications (KMC) Strategy and Plan that will direct the project's knowledge generation, lesson learning, information storage and sharing/exchange, and awareness-raising activities. This will have clear identification of roles and responsibilities, deliverables, resources and timing (what, how, when, who and with what resources), and guide the translation of materials into national/regional languages as needed.

The project will be an active partner of IW:LEARN to further promote effective dissemination of project-generated knowledge, results and lessons learned to other countries in the target LMEs as well as the wider IW and GEF community. The project will draw on the deep knowledge and experiences of the IW:LEARN platform, especially participating in exchanges on topics related to plastic pollution, sustainable fisheries and marine conservation issues at the national and regional levels. The project will also be an active learner from past experiences in other regions by participating in trainings, workshops, IW Conferences (project personnel and government representatives from each participating country) and any other exchange formats relevant to MPL at the national and regional levels. It will further contribute to GEF Experience Notes, Results Notes, Good Practice Briefs and other relevant knowledge products during project implementation. A minimum of 1% of the GEF IW grant financing will be ring-fenced to support participation in IW:LEARN activities (captured in a specific project budget line).

To ensure effective and impactful delivery of knowledge products through IW:LEARN, the project will be able to draw upon the experiences and lessons learned from engagement in IW:LEARN by other active GEF projects (e.g. FAO-GEF REBYC-III project and the UNEP-GEF - ISLANDS Caribbean Child project).

Component	Outputs	Activities	Expected Results	Budget Line Reference
Component 1: Strengthening legal, policy and institutional frameworks to reduce SBMPL, at national, regional and global levels (TA).	Output 1.2.1: National cross-sectoral coordination mechanisms for addressing SBMPL management established and operational	Activity 1.2.1: Design and execute training and awareness courses on the MARPOL Convention (Costa Rica)	(Y2-Y4) At least one training and awareness raising course held on MARPOL Convention each year	1.2.1 Course Development Instruments (Global)
		Activity 1.2.1: Design and execute training and awareness courses on the London Convention/Protocol (Costa Rica)	(Y2-Y4) At least one training and awareness raising course held on London Convention/Protocol each year	USD 216,000
		Activity 1.2.1.1 Facilitate the collection of data on the use of onboard garbage management plans and other pertinent records and on practices for the handling of garbage for ships under 400 GT (Jamaica)	(Y2 Y3) Training and guidance materials on the use of onboard garbage management plans and other pertinent records and on practices for the handling of garbage for ships under 400 GT produced (Jamaica)	1.2.1 - National Coordination Mechanisms (Jamaica) Knowledge Management and Communication (Sundries)
			(Y2 -Y4) At least 4 workshops and forums aimed at for NGOs, CBOs & PPPs to improve stakeholder engagement and connect relevant parties and consultations (Jamaica)	USD 18,900
			(Y3) Repository established for information dissemination, sharing best practices, and fostering cooperation in the planning and implementation of SBMPL management activities (Jamaica)	
	Output 1.2.2: Regional coordination mechanisms to address SBMPL management established or facilitated.	Activity 1.2.1.4: Create and disseminate guidelines for the implementation of legislation within relevant sectors (Kenya)	(Y3 Y4) At least one set of guidelines developed to address implementation of legislation for each relevant sector	1.2.1 - Kenya National Coordination Mechanisms – Consultant
				USD 32,400
		Activity 1.2.2: Develop guidance and support information exchange at the regional level on SBMPL	(Y3 Y4) Guidance document for development of regional action plans for SBMPL to the Cartagena Convention Secretariat and their project 'Reduce Marine Plastics and Plastic Pollution in Latin American and the Caribbean Cities Through a Circular Economy Approach' delivered and available	1.2.2 - Regional Coordination Mechanisms (Costa Rica) - Knowledge Management and Communication (Sundries)
			(Y2 Y3) Guidance document on port reception facility capacity developed and available	USD 1,080

Component	Outputs	Activities	Expected Results	Budget Line Reference
Component 2: Improving systems, facilities, tools and information to effectively manage SBMPL (TA)	Output 2.1.1: Port Reception Facility (PRF) gap analysis conducted	<p>Activity 2.1.1.1: Undertake analysis of Port Reception Facility needs and capacities in Jamaica's key ports (Jamaica)</p> <p>Activity 2.1.1.2: Conduct an assessment of the waste generated by cruise and cargo ships at Mombaa Port (Kenya)</p> <p>Activity 2.1.1.3: Conduct an assessment of the amounts of plastic material in dredge disposal at Kilindini and Lamu Ports (Kenya)</p> <p>Activity 2.1.1.4: Conduct analyses and feasibility studies of gaps in PRFs in Vanuatu (Vanuatu)</p>	<p>(Y2) Report on the Port Reception Facility needs and capacities in Jamaica's key ports completed</p> <p>(Y3) Report on the assessment of the waste generated by cruise and cargo ships in Mombasa Port, Kenya completed</p> <p>(Y3) Report on the assessment of the amounts of plastic material in dredge disposal in Kilindini and Lamu Ports, Kenya completed</p> <p>(Y2) Reports on analyses and feasibility studies for PRFs in Vanuatu completed</p>	<p>2.1.1 - MPL Management - PRFs (All Countries) - Knowledge Management and Communication (Sundries)</p> <p>USD 24,570</p>
	Output 2.1.2: Port Waste Management Plans (PWMP) developed in coordination with relevant competent authority to facilitate implementation	<p>Activity 2.1.2.1: Support drafting manuals and plans for the effective implementation of waste reception facilities in ports in Jamaica (Jamaica).</p> <p>Activity 2.1.2.2: Develop national guidelines for the implementation of onboard garbage management plans (Kenya)</p> <p>Activity 2.1.2.3: Develop national or local on-board 'best waste management practices or guidelines' to enhance waste management practices (Kenya)</p>	<p>(Y3) Manuals and plans for the effective implementation of waste reception facilities in ports in Jamaica delivered</p> <p>(Y3) National guidelines for the implementation of onboard garbage management plans developed and available (Kenya)</p> <p>(Y3) National or local on-board 'best waste management practices or guidelines' to enhance waste management practices produced and available (Kenya)</p>	<p>2.1.2 - Port Waste Management Plans (All Countries) - Knowledge Management and Communication (Sundries)</p> <p>USD 15,390</p>
	Output 2.1.3: Technical-economic studies of the potential for investment to upgrade and/or establish PRF systems to sustainably manage SBMPL in selected countries	Activity 2.1.3.1: Support development of technical-economic studies for investment to upgrade or establish PRF systems for effective SBMPL management in target countries (Costa Rica, Vanuatu)	<p>(Y2 , Y3) A set of technical-economic studies for investment to upgrade or establish PRF systems for effective SBMPL management produced (Costa Rica)</p> <p>(Y2 , Y3) Report on economic assessment of potential business opportunities, particularly in plastic waste recycling from the fishing and shipping industry, highlighting opportunities or incentives for women in SBMPL management through small businesses (Vanuatu)</p>	<p>2.1.3 - Techno-Eco. Feasibility (Costa Rica, Kenya, Vanuatu) - Knowledge Management and Communication (Sundries)</p> <p>USD 7,830</p>

Component	Outputs	Activities	Expected Results	Budget Line Reference
	Output 2.2.1: Monitoring and assessment systems of sources and volumes of SBMPL that feed into management decision-making established in selected countries	<p>Activity 2.2.1.1: Establish monitoring and assessment systems of sources and volumes of SBMPL at the national level in selected areas (Costa Rica)</p> <p>Activity 2.2.1.2: Facilitate planning, cooperation, consultation, and implementation of SBMPL activity management (Costa Rica)</p> <p>Activity 2.2.1.3: Develop a Jamaica National Best Practice Handbook for the Management of ALDFG (Jamaica)</p> <p>Activity 2.2.1.4: Identify best practices concerning SBMPL inspection and reporting to enhance its efficient management (Vanuatu)</p> <p>Activity 2.2.1.5: Provide training to fisheries stakeholders (fishers, cooperatives, fisheries managers, and control officers) on good practices to prevent and manage ALDFG and new management approaches developed (Vanuatu)</p>	<p>(Y3 , Y4) Monitoring and assessment systems of sources and volumes of SBMPL at the national level in selected areas established (selected areas to be confirmed during project inception period)</p> <p>(Y2, Y3) A guide to facilitate planning, cooperation, consultation, and implementation of SBMPL activity management in Costa Rica developed (Costa Rica)</p> <p>(Y3 , Y4) National Best Practice Handbook for the Management of ALDFG developed and available for Jamaica</p> <p>(Y2) Guide on best practices concerning SBMPL inspection and reporting to enhance its efficient management for Vanuatu</p> <p>(Y3) At least two training courses to fisheries stakeholders (fishers, cooperatives, fisheries managers, and control officers) in Vanuatu on good practices to prevent and manage ALDFG and new management approaches developed and delivered (Vanuatu)</p>	<p>2.2.1 - Monitoring & assessment systems (All Countries) - Knowledge Management and Communication (Sundries)</p> <p>USD 44,712</p>
	Output 2.2.2: Technologies and tools to support prevention and reduction of SBMPL identified and operational in target countries	<p>Activity 2.2.2.1: Identify areas of high potential risk for SBMPL (Costa Rica)</p> <p>Activity 2.2.2.2: Assess strategies for marking, reporting, and retrieving ALDFG (Costa Rica)</p> <p>Activity 2.2.2.3: Identify best practices for SBMPL inspection and reporting and enhance knowledge sharing by developing guidance for effective SBMPL management, contributing significantly by providing databases,</p>	<p>(Y2 , Y3) Areas of high potential risk for SBMPL in Costa Rica identified with digital maps of the location of PRFs and ship traffic into and out of ports (Costa Rica)</p> <p>(Y3) Report and guidance documents on strategies for marking, reporting, and retrieving ALDFG (Costa Rica)</p> <p>(Y2, Y3) Report and guidance documents on best practices for SBMPL inspection and reporting and enhance knowledge sharing (Jamaica)</p>	<p>2.2.2 - Technologies (All Countries) - Knowledge Management and Communication (Sundries)</p> <p>USD 53,163</p>

Component	Outputs	Activities	Expected Results	Budget Line Reference
		<p>data tools, and systems to specific stakeholders (Jamaica)</p> <p>Activity 2.2.2.4: Develop guidance facilitating cooperation in the planning, consultation, and implementation of SBMPL management activities (Kenya)</p> <p>Activity 2.2.2.5: Develop waste management strategies and practices to support existing awareness raising and training (Kenya)</p> <p>Activity 2.2.2.6: Develop training courses with a focus on SBMPL for Kenya Fishing Schools, seafarers, BMUs and enforcement officers on SBMPL (Kenya)</p> <p>Activity 2.2.2.7: Raise public awareness on the issues of SBMPL (Kenya)</p> <p>Activity 2.2.2.8: Provide training and other outreach to fisheries stakeholders (fishers, fisheries managers, and control officers) on good practices to prevent and manage ALDFG developed (Kenya)</p> <p>Activity 2.2.2.9: Support SBMPL knowledge dissemination through regional environmental data repository (Vanuatu)</p>	<p>(Y2 , Y3) Report and guidance documents on planning, consultation, and implementation of SBMPL management activities (Kenya)</p> <p>(Y2) Best practice waste management strategies and practices guidelines produced and available (Kenya)</p> <p>(Y2 Y3) At least two training courses on SBMPL delivered</p> <p>(Y3) At least one public awareness campaign in Kenya on SBMPL issues delivered</p> <p>(Y2) At least 2 training events for fisheries stakeholders (fishers, fisheries managers, and control officers) on good practices to prevent and manage ALDFG developed in Kenya</p> <p>(Y3) Project guidance on SBMPL sent to regional environmental data repository</p>	
Component 3: Developing and promoting practical opportunities and incentives for environmentally sound management of SBMPL (TA).	Output 3.1.1: Incentives to support investment in addressing SBMPL identified and options communicated to stakeholders	Activity 3.1.1.1: Expand the previous ACEPESA cost-benefit analysis of fishing ports to shipping/cargo ports to conduct an economic analysis (e.g. cost-benefit) on incentives—whether policy, financial, regulatory, or operational—that promote environmentally responsible management of SBMPL (Costa Rica)	(4, Y2) Report on updated and expanded costs-benefit analysis covering fishing ports and shipping/cargo ports that identifies incentives that promote environmentally responsible management of SBMPL	<p>3.1.1 - Incentive Consultants (All Countries) - Knowledge Management and Communication (Sundries)</p> <p>USD 8,910</p>

Component	Outputs	Activities	Expected Results	Budget Line Reference
		Activity 3.1.1.2: Enhance awareness among stakeholders and engage private sector in initiatives to reduce SBMPL in Kenya and Vanuatu	(Y2 , Y3) At least one awareness-raising campaign among stakeholders and private sector on initiatives to reduce SBMPL in Kenya and Vanuatu	
	Output 3.1.2: Gender-responsive SBMPL business ventures identified and developed in selected countries	<p>Activity 3.1.2.1: Engage and bring together a diverse range of stakeholders from the public and private sectors, including government agencies, businesses, non-profit organizations, academic institutions, and local community stakeholders in workshops to identify common objectives related to marine litter eradication, circular economy, and blue economy initiatives (Jamaica)</p> <p>Activity 3.1.2.2: Develop studies to elucidate the roles of different stakeholders in the management and disposal of SBMPL (Vanuatu)</p>	<p>(Y2, Y3) At least two workshops in Jamaica held with government agencies, businesses, non-profit organizations, academic institutions, and local community stakeholders to identify common objectives related to marine litter eradication, circular economy, and blue economy initiatives</p> <p>(Y3) Reports of studies into the roles of different stakeholders in the management and disposal of SBMPL delivered</p>	<p>3.1.2 - Gender Activity (All Countries) - Knowledge Management and Communication (Sundries)</p> <p>USD 65,252</p>
Component 4: Increasing knowledge and awareness of SBMPL and potential solutions to reduce and eliminate SBMPL among key stakeholders (TA)	Output 4.1.1: Project results, experiences, lessons learned, and recommendations for successful implementation of effective SBMPL management measures documented.	Activity 4.1.1.1: Design and implement the project's KMC Plan and improve knowledge of measures, options and incentives to effectively manage, reduce or eliminate SBMPL increased among key stakeholder groups	<p>(Y1) KMC Plan designed (Y2-Y4) KMC delivered</p> <p>(Y1 Y2 Y3 Y4) Shared project-generated knowledge and communication products produced</p>	<p>4.1 Opening and Closing Workshops - Knowledge Management and Communication (Sundries)</p> <p>- Travel USD 56,160</p> <p>- Training USD 210,600</p>
			<p>(Y1) Project-specific 'visual identity' developed and made shared with project partners</p> <p>(Y2 Y3 Y4) Structured lesson-learning framework for the project developed with regular reviews of project results</p> <p>(Y1 Y2 Y3 Y4) Engagement with IW:LEARN</p> <p>(Y4) Roadmap for scaling up project results and successful solutions for reducing SBMPL in shipping and fisheries sector developed and promoted</p>	<p>4.1 Regional Fisheries Workshops x 2</p> <p>- Knowledge Management and Communication (Sundries)</p> <p>- Travel USD 64,800</p> <p>- Training USD 243,000</p>

Component	Outputs	Activities	Expected Results	Budget Line Reference
	Output 4.2.1: A gender-sensitive project M&E system designed and operational.	4.1.2 – M&E activity – Knowledge Management and Communication.	(Y1 Y2 Y3 Y4) Annual PSC meeting (Y1 Y2 Y3 Y4) Annual GEF PIR and 6-monthly FAO progress reports (PPR)	4.2 Project Steering Committee - Knowledge Management and Communication (Sundries) - Travel USD 58,472 - Training USD 146,179
				4.2 M&E - Mid-Term Review 4.2 M&E - Terminal Evaluation 4.2 M&E - Terminal Report USD 54,817 USD 80,398 USD 7,309
		Total Budget for Knowledge Management Plan		
* as per budget matrix at the time of proposal submission. This, as any other cost related to activities, must be re-confirmed by the countries at the inception and first PSC meetings.				

The project's Knowledge Management strategy aims to ensure the efficient use and distribution of information and knowledge generated by the project to raise awareness of SBMPL most effectively and promote potential solutions to reduce and eliminate SBMPL among all stakeholders to enable them to make more effective choices on the management and disposal of SBMPL. Consequently, Knowledge Management (KM) is viewed as an integral part of the project, essential for generating awareness, promoting learning and continuous improvement (linked to project M&E activities), generating content for up-scaling of project achievements, lessons and good practices, enabling institutional memory, and supporting stakeholder engagement on key issues related to reducing, eliminating and managing SBMPL at national, regional and global levels. Key knowledge elements include information on volumes and types of SBMPL (including ALDFG), the associated impacts in relation to biodiversity hotspots and sensitive marine habitats/species, and information on best practices for SBMPL management. The use of knowledge to strengthen capacity is seen as particularly critical to the project's success, and although the project has dedicated KM activities under Component 4 it will use KM to support capacity building and training actions under all the components.

A Knowledge Management and Communications (KMC) Plan will guide the project's knowledge generation, lesson learning, information storage and sharing/exchange, and awareness-raising activities with clear identification of roles and responsibilities, deliverables, resources and timing (what, how, when, who and with what resources). This will include a roadmap for scaling up successful solutions for better management of SBMPL and reduction of discard of plastic litter regionally, globally and to wider LME network designed and

executed. KM materials will be translated into regional languages as appropriate (English and Spanish (for Costa Rica) being the principal languages of the project).

The project's KM approach will place particular emphasis on stakeholder engagement and the KMC Plan will be linked to the project's Stakeholder Engagement Plan (see Annex J) to ensure effective and targeted information dissemination and exchange to key stakeholder groups. The regional elements of the project will focus on establishing a dialogue, coordination and collaboration with regional bodies and projects/programs that are already dealing with MPL, such as the UNEP-GEF - ISLANDS Caribbean Child project.

The project will benefit from a broad range of both innovative and established KM services, products, and expertise provided by IMO and FAO. These will be available through IMO and FAO co-financing, offering support over the entire data cycle including data collection, such as locally adaptable SMARTForms /mobile apps for data collection on SBMPL coming into ports, analysis and reporting including on ALDFG, and indicator dashboards including the IMO GISIS database and the FAO/NFI geospatial infrastructure, and links to FAO and IMO corporate KM platforms such as IMO's Maritime Knowledge Centre[47] and through other relevant platforms e.g. the Global Partnership on Plastic Pollution and Marine Litter (GPML)[48] multi-stakeholder Digital Platform on Marine Litter and Plastic Pollution, to support dissemination of knowledge products.

The PRO-SEAS project will also be able to draw on a broad range of innovative KM services provided by FAO to connect local data platforms to global data infrastructures to contribute to data standardization and harmonization, including on ALDFG assessment and its management, fisheries management capacity development. Training, plays an important role in the IMO efforts to support the implementation of international maritime standards and build the capacities of Member States to effectively enforce IMO instruments. In view of the rapid global digitalization, including in teaching and virtual learning, IMO is adapting its working practices to develop new digital methodologies, meet the demand for virtual courses and serve the global maritime industry efficiently. IMO has developed several e-Learning courses with the purpose of increasing the capacity of Member States to effectively implement IMO instruments that are accessible through IMO e-learning platform. In collaboration with various stakeholders and partners, in particular the World Maritime University (WMU), the IMO is developing a number of e-learning courses, that PRO-SEAS will benefit from. In addition, IMO led GISIS is aimed at allowing on-line access to the information and data supplied to the IMO Secretariat by Maritime Administrations, its member states and port authorities, in compliance with IMO's instruments, regulations and guidelines. This is an informational data hub for the global shipping industry and maritime professionals for complying different types of rules and regulations, global and local. This is another source of information and knowledge sharing platform for the PRO-SEAS.

Online/virtual training and information exchange are expected to play a significant role in the project's KM approach and will be supported through the creation of a dedicated digital project KM platform (part of the project website), linked to other relevant national, regional and global platforms, including existing IMO, FAO, UNEP websites. In addition, the FAO eLearning Academy will support the project's remote learning activities. FAO is particularly well capacitated for this effort with alignments to numerous fisheries management organizations globally. These formal and informal links, including the FAO FIRMS partnership, provide a platform to discuss and design locally adapted KM services.

The projects Knowledge Management approach will build on the experience, lessons learned and information platforms developed during IMO's GloBallast, GloMEEP and GloFouling projects, as well as previous and on-going FAO-GEF projects and programmes such as the GEF-7 Common Oceans (ABNJ) programme. The project will be an active partner of IW:LEARN and LME:LEARN to further promote effective dissemination of project-generated knowledge, results and lessons learned to other countries and LMEs and the wider IW community. The project will participate in exchanges on topics related to SBMPL, plastics pollution and

marine conservation issues at the national and regional levels, and in trainings, workshops, IW Conferences (the PCU also supporting government representatives from each participating country). It will contribute to GEF Experience Notes, Results Notes, Good Practice Briefs and other relevant knowledge products during project implementation. A minimum of 1% of the GEF IW grant financing will be ring-fenced to support participation in IW:LEARN activities (captured in a specific project budget line).

A part-time Administrative Assistant that will also have Knowledge Management and Communications (KMC) duties will be employed within the PCU for its entire 4-year duration, to organize and execute its knowledge management, outreach and communications activities.

B7. Strengthening and alignment with existing national policies (policy coherence)

The project has been designed to support national priorities. For example, project Component 1 aims to improve or develop national policies to ensure they reflect the established international legal and policy frameworks that address marine plastic litter, notably MARPOL Annex V, LC/LP and the FAO VGMFG.

The PRO-SEAS project particularly responds to supporting the implementation of priorities identified in each country's National Action Plans (NAPs). All four countries have National Action Plans (NAP) to address sea based plastic, although these Plans are in various stages of completeness (some will need revising and updating during the lifetime of the project), and none have been fully implemented and need capacity strengthened to do so. The project will also support wider adoption and implementation of the VGMFG which is widely required (for instance, no country has established a legal and regulatory fisheries framework to facilitate the implementation of a full fishing gear marking system).

In Costa Rica, the activities proposed in PRO-SEAS are aligned with the National Action Plan approved in 2021, which aims to fill many of the gaps identified in the Country Assessment Report on SBMPL with specific reference to shipping and fisheries such as the registration and online publication of information related to the management of SBMPL and in particular with the National Marine Litter Plan, fishing gear marking efforts undertaken by INCOPESCA, training and education programs undertaken by the Ministry of Health and the Ministry of the Environment, and efforts undertaken by the Maritime Authority (MOPT) and the Port Authorities (INCOP and JAPDEVA) to reduce the SBMPL. The PRO-SEAS project will help develop legislation for the regulation of maritime transport (Costa Rica has not ratified either MARPOL or the Protocol to the London Convention) and regulations to address ghost fishing and ALDFG. The level of awareness in the country on the need to address these is high but additional human capacity is required to learn, among others, how to mark fishing gear, how to correctly apply MARPOL and other international conventions. These will be provided through the PRO-SEAS project.

In Kenya, the proposed PROSEAS activities are aligned with the following policies: (i) the national environment policy (2013) which (among other things) aims to stem pollution of coastal and marine ecosystems occasioned by poor waste management, pollution from land-based activities and other sources; (ii) the national sustainable waste management policy (2021), which seeks to protect public health and environmental integrity through integrated targeted interventions including strengthening the institutional framework for waste management and improving education and public awareness on waste management, and (iii) the Integrated Coastal Zone Management (ICZM) Policy (2014) which provides for interventions to manage solid waste to mitigate environmental pollution including improving enforcement of pollution control legislation and development and implementation of pollution prevention and control guidelines for the coastal zone.

In Jamaica, the PRO-SEAS project is aligned with the following relevant MEAs/policies/legislation: (i) United Nations Convention on the Law of the Sea 1982 (UNCLOS); The Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and Their Disposal; Cartagena Convention; International

Maritime Organization Convention on Prevention of Marine Pollution by Dumping of Wastes and other Matter, 1972 (London Convention); The International Convention for the Prevention of Pollution from Ships (MARPOL); and (ii) The National Solid Waste Management Act; The Natural Resources Conservation Authority Act; The Trade (Plastic Packaging Materials Prohibition) Order, 2018; The Natural Resources Conservation Authority (Plastic Packaging Materials Prohibition) Order, 2018.

In Vanuatu, the PRO-SEAS project aligns well with the priorities outlined in the Vanuatu 2030 | The People's Plan[37] , National Waste Management Strategy[38] , and the National Action Plan (NAP) for marine plastic litter. The project directly contributes to the goals of preserving biodiversity and fostering a clean and healthy environment. It echoes the National Waste Management Strategy[39] by promoting responsible waste management practices to reduce land and sea-based plastic pollution. Furthermore, the project's initiatives complement the NAP's activities. This multi-faceted approach ensures the project activities in Vanuatu to combat marine litter align with both national and international environmental objectives.

The PRO-SEAS project will help build substantial individual, institutional and especially technical capacities at national level among public, private and civil society bodies involved with shipping, fisheries, waste management, environmental protection.

The PRO-SEAS project will particularly build capacity to support the implementation priority activities in the National Action Plans for sea-based marine plastic litter of Costa Rica, Jamaica, Kenya and Vanuatu. For instance, through (Component 1) the PRO-SEAS project will support capacity building (training, information, support for drafting policy or regulations) to facilitate national governments to adopt and implement key international agreements and instruments, notably MARPOL Annex V, the London Convention, and the FAO VGMFG (requests for technical assistance from the PRO-SEAS project to help adopt and implement the VGMFG has been identified for all four participating countries). In relation to this, with GEF financing Component 1, will provide capacity building activities to support improved collaboration between governmental agencies, NGOs, and local communities for the development and enforcement of robust policies and regulations aimed at reducing SBMPL pollution, promoting sustainable waste management practices and establishment/mobilization of Port Reception Facilities. PRO-SEAS capacity building efforts (training, awareness-raising, policy briefings, etc) will focus particularly on the SBMPL National Task Forces but capacity will also be enhanced more broadly through sharing of project experiences on the adoption and implementation of MARPOL Annex V, the London Convention, and the FAO VGMFG with other LME countries in the three target regions (Component 1 and Component 4).

Under the GEF financing for Component 2, data collection, monitoring and reporting tools and systems will be developed (e.g. for SBMPL coming into ports and ALDFG) and government agency staff responsible for shipping, fisheries and waste management will undergo training on these new or updated systems. New tools include the use of predictive modelling to identify areas of potential high risk of SBMPL which will support decision-making on the siting and capacity needs for PRFs, and fisheries gear marking system and a standardised reporting format for ALDFG (following the FAO model) with associated training to support the gear-marking and VGMFG implementation (targeted at fishers, fisheries managers, port state control officers). PRO-SEAS will also support the piloting of innovative approaches, e.g. on biodegradable FADs (under Component 2) which will help increase technical options to address SBMPL among government fisheries agencies and the private fisheries sector.

Under Component 3, capacity will be built to take advantage of private sector opportunities and incentives for environmentally sound management of SBMPL through training, targeted support for small business development (especially targeted at women), and awareness-raising and provision of data and targeted studies (e.g. cost-benefit analysis of financial opportunities for developing SBMPL recycling/repurposing at target ports). PRO-SEAS will enhance technical capacities by developing new procedures/processes for SBMPL

collection and management (recycling/disposal, under Component3) at established and planned PRFs, which can also create opportunities for economic growth and job creation in the green/blue economy sector.

The PRO-SEAS project will also promote public awareness and foster greater engagement and responsibility by the public to address SBMPL in all four countries (through Component 4 activities), building the public's capacity to respond to the SBMPL threat (through, for instance, better informed public advocacy campaign aimed at elected decision-makers to address the issue) that will support more community SBMPL clean-ups drives (such as though Beach Management Units in Kenya) and a promote a culture of environmental stewardship.

More generally, all the countries, but especially Jamaica and Vanuatu as Small Island developing States, will benefit from the PRO-SEAS Project through capacity built to support wider protection of their delicate marine ecosystem and associated biodiversity, livelihood enhancement in coastal communities including job creation opportunities in the waste management/recycling sector, and through capacity building for facilitating international cooperation.

References

- [26] Note to the ToC: arrows in the graphic indicate a connection (linkage, relationship) between project components, and the direction of arrows indicates the how an element leads to, or contributes to, one or more others (which also illustrates how one element may be dependent on another being achieved). So, for instance, the arrows can indicate how direct results of the project (outputs) can combine to produce wider changes (immediate project outcomes) which themselves may combine and contribute to longer-term changes (mid-term and long-term changes in behaviour, systems and states). Arrows that point both left and right indicate a two-way flow of results from one component to another. For instance, information from components 1-3 feeds development of deliverables under Component 4. However, the causal flow of results in the ToC (from output to project outcome to wider, longer-term changes in state) also depends on a series of assumptions and drivers (indicated in the graphic) that may influence the linkage (relationship) between the elements of the ToC.
- [27] In the context of the PRO-SEAS project 'SBMPL management' includes reducing, reusing, recycling, repurposing as well as disposal of SBMPL.
- [28] https://wedocs.unep.org/bitstream/handle/20.500.11822/33364/CEP_TR_72-en.pdf?sequence=1&isAllowed=y
- [29] See <https://wwwcdn.imo.org/localresources/en/OurWork/Environment/Documents/MEPC.1-Circ.834-Rev.1.pdf>
- [30] <https://www.imo.org/en/OurWork/Environment/Pages/Port-reception-facilities-database.aspx>
- [31] Antonelis, K., & Drinkwin, J. (2021). Predictive model identifying locations of fishing gear loss or accumulation in Jamaica and Grenada. Report prepared for the Ocean Conservancy. Antonelis, K., & Drinkwin, J. (2022). Refined Predictive Model of ALDFG in Vanuatu & Solomon Islands. Prepared for Ocean Conservancy
- [32] <https://www.fao.org/in-action/blue-ports-initiative/en>
- [33] <https://wedocs.unep.org/xmlui/bitstream/handle/20.500.11822/39764/END%20PLASTIC%20POLLUTION%20-%20TOWARDS%20AN%20INTERNATIONAL%20LEGALLY%20BINDING%20INSTRUMENT%20-%20English.pdf?sequence=1&isAllowed=y>
- [34] <https://wedocs.unep.org/bitstream/handle/20.500.11822/34453/UNEP%20GPML%20Digital%20Platform%20Concept%20for%20User%20and%20Partner%20Consultations%20May%202021.pdf?sequence=13>
- [35] <https://www.imo.org/en/KnowledgeCentre/Pages/Default.aspx>
- [36] <https://gis.imo.org/Public/Default.aspx>
- [37] <https://www.gov.vu/images/publications/Vanuatu2030-EN-FINAL-sf.pdf>
- [38] <https://environment.gov.vu/images/Waste.Management/NWMS-IP%202016-2020.pdf>
- [39] <https://environment.gov.vu/images/Waste.Management/NWMS-IP%202016-2020.pdf>
- [40] Costa Rica - National Adaptation Plan (2018-2030); Kenya - National Adaptation Plan (2015-2030); Vanuatu - Climate Change and Disaster Risk Reduction policy (2016-2030).
- [41] <https://www.unep.org/cep/resources/report/regional-marine-litter-management-strategy>
- [42] <https://www.fao.org/3/cb7099en/cb7099en.pdf>
- [43] <https://www.fao.org/documents/card/en?details=cc0459en/>
- [44] FAO. 2020. FAO Policy on Gender Equality 2020–2030. Rome. <http://www.fao.org/3/cb1583en/cb1583en.pdf>
- [45] Objective 1: Women and men have equal voice and decision-making power in rural institutions and organizations to shape relevant legal frameworks, policies and programmes; Objective 2: Women and men have equal rights, access to and control over natural and productive resources, to contribute to and benefit from sustainable agriculture and rural development; Objective 3: Women and men have equal rights and access to services, markets and decent work and equal control over the resulting income and benefits; Objective 4: Women's work burden is reduced by enhancing their access to technologies, practices and infrastructure and by promoting an equitable distribution of responsibilities, including at household level.
- [46] Gender Sensitive: Identify and acknowledge the existing gender differences and inequalities between women and men. Gender is integrated as a means to achieve other objectives without seeking to change structural barriers.
- [47] <https://www.imo.org/en/KnowledgeCentre/Pages/Default.aspx>
- [48] <https://www.unep.org/explore-topics/oceans-seas/what-we-do/addressing-land-based-pollution/global-partnership-plastic>
- [49] Specific guidance on how FAO can promote the Four Pillars of Decent Work in rural areas is provided in the Quick reference for addressing decent rural employment (as well as in the full corresponding Guidance document). For more information on FAO's work on decent rural employment and related guidance materials please consult the FAO thematic website at: <http://www.fao.org/rural-employment/en/>.
- [50] In the context of the PRO-SEAS project 'SBMPL management' includes reducing, reusing, recycling, repurposing as well as disposal of SBMPL

Institutional Arrangement and Coordination with Ongoing Initiatives and Project.

Please describe the Institutional Arrangements for the execution of this project, including financial management and procurement. If possible, please summarize the flow of funds (diagram), accountabilities for project management and financial reporting (organogram), including audit, and staffing plans. (max. 500 words, approximately 1 page)

The PRO-SEAS project will be funded by the GEF, with Food and Agriculture Organization (FAO) being the GEF Implementing Agency (IA) and the International Maritime Organization (IMO) the project Executing Agency (EA). The governance structure of PRO-SEAS Project is summarized in Figure 2.

GEF Implementing Agency

As the GEF IA, FAO holds overall accountability and responsibility to the GEF for delivery of the results. FAO will provide oversight of project implementation and technical and support services as established in the GEF Policy to ensure that the project is being carried out in accordance with agreed standards and requirements. FAO's Fisheries and Aquaculture Division (NFI) will particularly assist with aspects of project implementation, acting as the lead technical unit, to ensure the technical and economic feasibility of the measures introduced by the project, and to facilitate sharing of experiences with other regions through FAO's global network. In the IA role, FAO will utilize the GEF fees to deploy three different actors within the organization to support the project:

- The Budget Holder (BH), based at FAO HQ, will provide oversight of day-to-day project execution;
- The Lead Technical Officer (LTO), of the Fishing Technology and Operations Team (NFIFO) at FAO HQs, will provide oversight/support to the project's technical work in coordination with IMO and government representatives participating in the Project Steering Committee (PSC);
- The Funding Liaison Officer(s) and the GEF Technical Officers (GTO) within FAO will monitor and support the project cycle to ensure that the project is being designed and carried out in accordance with FAO and GEF minimum fiduciary and technical standards.

Specifically, FAO responsibilities, as GEF agency, will include:

- Administration of funds from GEF in accordance with the rules and procedures of FAO;
- Overseeing project implementation in accordance with the project document, work plans, budgets, agreements with co-financiers including IMO and other rules and procedures of FAO;
- Providing technical guidance to ensure that appropriate technical quality is applied to all activities concerned, including participation in fishing operations pollution related activities;
- As UN technical agency with the mandate on fisheries, FAO will technically review and clear project publications and communications in the fisheries domain;
- Official submission of fisheries related project outputs/communications to the Ministries responsible for fisheries in the project countries.
- Conducting at least one supervision mission per year;
- Reporting to the GEF Secretariat and Evaluation Office, through the annual Project Implementation Review, the Mid Term Review, the Terminal Evaluation and the Project Closure Report on project progress; and
- Financial reporting to the GEF Trustee.

An FAO Project Task Force (PTF) will also be established within the IA to provide technical support and guidance to the project. In addition to technical members, the PTF will include the project's BH, LTO, FLO

and NFI officers from relevant technical teams. The PTF will also be supported by the relevant offices in FAO HQ such as the finance office, legal office, and administrative support from the FAO-GEF Unit (OCBD) as needed.

Executing agency

The IMO, a UN Specialized Agency, will act as the lead Executing Agency (EA) for the project with responsibility for the day-to-day management of project results in full compliance with all terms and conditions of the UN to UN Agreement signed with FAO. As EA of the project the IMO is responsible and accountable to FAO for the timely implementation of the agreed project results, operational oversight of implementation activities, timely reporting, and for effective use of GEF resources for the intended purposes and in line with FAO and GEF policy requirements. IMO's responsibilities, as GEF EA, will include:

- Establishing and supporting the Project Coordination Unit (PCU);
- Acting as Secretariat for the PSC;
- Ensuring that the project is executed according to the agreed work plan and budget;
- Reviewing and submitting the required reporting obligations to the IA in accordance with the FAO and GEF requirements as regulated in the UN-to-UN Agreement that will be established between FAO and IMO after the CEO Endorsement of the project;
- Ensuring all procurement is done in compliance with Agency standards; and
- Communicating with and disseminating information to the relevant project's stakeholders.

Project Steering Committee

The main governance and oversight body will be the Project Steering Committee (PSC) with representatives from IMO, FAO, national authorities represented by the nominated National Focal Points (NFPs) for shipping and fisheries agencies, other partners undertake various project execution tasks, and the relevant national GEF Operational Focal Points (OFP). Strategic partners (which can include representatives from the private sector and NGOs) and GEF Secretariat will be invited to participate as observers. The PSC will normally meet once a year, although additional meetings, either in person or through multimedia (such as by video or skype conferences), can be called as necessary. As Focal Points in their agency, the concerned PSC members will: (i) technically oversee activities in their sector; (ii) ensure a fluid two-way exchange of information and knowledge between their agency and the project; (iii) facilitate coordination and links between the project activities and the work plan of their agency; and (iv) facilitate the provision of co-financing to the project.

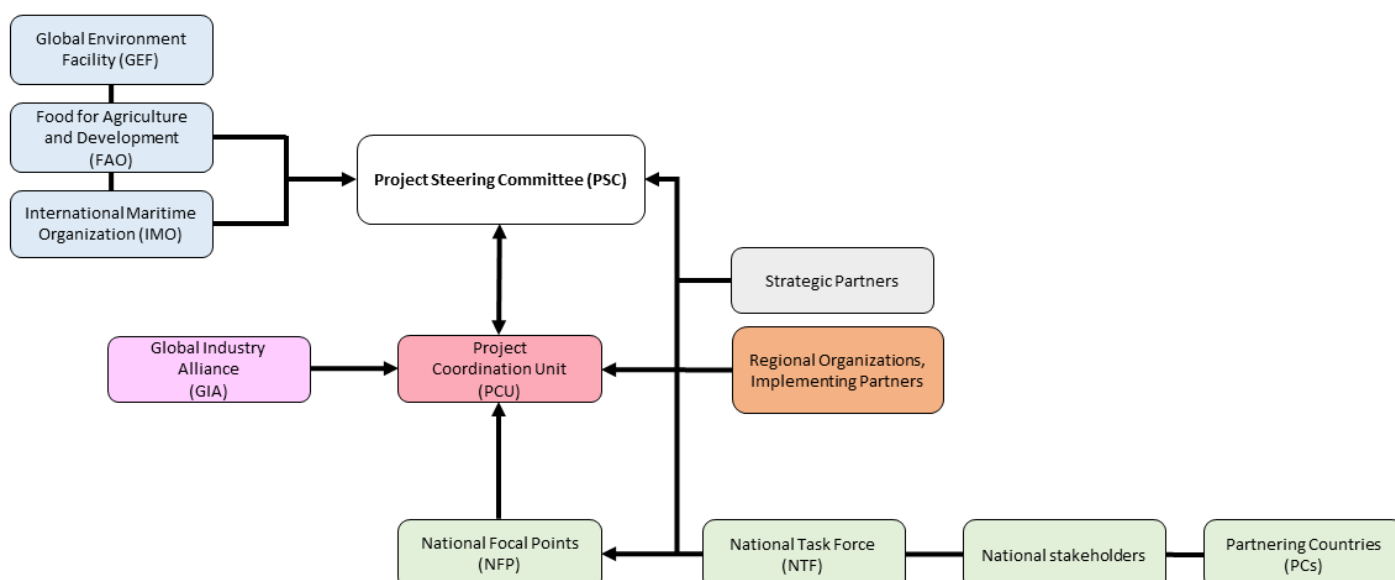


Figure 2: PRO-SEAS project governance structure

The project Chief Technical Advisor (CTA) (see below) will be the Secretary to the PSC. The members of the PSC will be responsible for:

- Oversight and review of technical activities carried out under the Project;
- Review and report on the progress towards the project's objectives and their contribution to the overall programmatic objectives;
- Assessment of the progress in the implementation of the Project in accordance with timelines and goals stated in the Results Framework, including review of the project Theory of Change assumptions;
- Taking consensus-based strategic decisions and recommendations when guidance is required by the PCU;
- A review of the narrative that links the impacts of the activities, outputs and outcomes of the Project in particular in relation to their contribution to the project objective;
- Assessing effectiveness of the knowledge management and communication efforts at the project level;
- Reviewing sustainability of key project outcomes, including up-scaling and replication;
- Approval of the project's Annual Work Plan and Budget (AWP/B);
- Enhance synergy between the project and other relevant initiatives, including those related to the GEF International Waters Focal Area; and
- Reviewing and providing comments on independent external reviews and evaluations, as well as advise on any other issues that would be brought to its attention by the PCU.

Draft TORs for the PSC are appended in Annex P. The PSC will approve its TORs at its first meeting.

Project Coordination Unit

The project will be managed globally through a Project Coordination Unit (PCU) based at the IMO headquarters in London, UK. It will be housed under the newly established Technical Cooperation and Implementation Division (TCID), specifically in the Sub-division for Partnerships and Projects (SDPAP). SDPAP is implementing a portfolio of projects related to the marine plastic litter project and therefore the PCU technical experts will be able to share their expertise with other projects that will not only ensure cost efficiency but also allow PRO-SEAS to benefit from the existing knowledge and expertise to allow quick jump-start of the project. In addition, there are two other GEF funded projects currently underway at the SDPAP and this will provide an excellent opportunity for knowledge and exchange of expertise on the specifics of the GEF funded projects.

The PCU will have responsibility for supporting both the technical outcomes of the project, including training activities, as well as project management. The PCU will ensure a proper coordination of the project activities within the IMO TCID and Marine Environmental Division (MED) activities, as well as with other technical donor initiatives and IFIs. There is also a synergistic effect of having the PCU near the MED within IMO that will allow follow up and involvement in the regulatory process and discussions at MEPC and PPR meetings on SBMPL matters as well as the opportunity to receive technical backstopping from IMO technical officers. Given the frequency of IMO Member State participation in the regular IMO meetings, in particular the MEPC and its working groups, the PCU is in an ideal position to stay in contact with member state representatives and to ensure that the momentum for addressing SBMPL issues within the strategic regions (and in other regions) continues to build. All the above provides a strong comparative advantage for the IMO to be the executing agency.

The PCU will be staffed by a Chief Technical Adviser (CTA), a Technical Adviser (CTA), a Gender Adviser, Financial and Accounting Specialist (FAS), an Administrative/Knowledge Management and Communications Assistant. Except for the CTA, who will be fully dedicated to the PRO-SEAS, all other PCU members will be supporting the project on a part-time basis providing their management and technical expertise. This five-person PCU constitutes a lean organizational structure for a global project of this scale that has two major areas of intervention, namely the shipping and fishery sectors. It is possible to operate effectively with such organizational structure only because of the portfolio approach established by IMO mentioned above which facilitates sharing of technical expertise among staff members. The small PCU is also possible due to IMO's established national and regional contacts that can support the implementation of the project.

The PCU will assume day to day operational control of the project and will directly liaise with counterparts at the regional and country levels. The PCU will develop and supervise technical outputs, outreach and coordination with strategic partners and other stakeholders, ensuring that deadlines are met, financial and reporting requirements are adhered to, consultants are effectively utilized and managed, and the countries are well supported with their activities. Most of the PRO-SEAS PCU members will have extensive knowledge and experience from the other IMO marine plastic litter projects, namely GloLitter and RegLitter, therefore, the expectation is that the PCU can be quickly established and will be fully functional to ensure a smooth transition between the PPG and the project implementation phase. Extensive use of technical expertise existing within the PCU will ensure the cost-efficiency. External expertise will be hired only to augment the technical expertise within the PCU.

Project executing partners

To effectively address SBMPL in an integrated and harmonized manner, the IMO will engage various partners to undertake project-related activities on a regional and/or national level under direction from the PCU. This engagement will be done either directly through partnerships agreements with IMO HQ or IMO and FAO partner organizations in the regions, such as UNDP, SPREP, RCOs, RFBs, RFMOs, or others.

National and Regional Management Arrangements

The project will continue working with the National Task Forces (NTFs) that were established under the GloLitter Partnerships project in the project countries but will be expanded to include representatives from environment agencies, waste management authorities, and representatives from private sector shipping and fisheries groups, as well as those from maritime transport and fisheries, which will further encourage ongoing coordination within existing ocean policy and planning mechanisms.

The regional bodies will be engaged to disseminate project results to other (non-project) countries in the region and to support collaborative efforts to address common challenges on SBMPL, including preparing and coordinating with the countries in their regions for more effective implementation of the relevant international regulatory frameworks. These are likely to be: COCATRAM (covering Latin America and the Caribbean), RAC/REMPEITC-Caribe (for the wider Caribbean), Western Central Atlantic Fisheries Commission (WECAFC), SPREP – Secretariat of the Pacific Regional Environment Programme (covering the Pacific), IMO's Regional Coordinator for Eastern and Southern Africa (based in Kenya) for Eastern African region, and the Southwest Indian Ocean Fisheries Commission (SWIOFC).

The project will also promote the inclusion of SBMPL within existing regional mechanisms. National and Regional Focal Points will be nominated to the project by the Governments or RCOs.

Project Task Force

A Project Task Force (PTF) will be established within the IA to provide technical support and guidance to the Project. In addition to technical members, the PTF will include the project's BH, LTO, FLO and NFI officers from relevant technical teams. The PTF will also be supported by the relevant offices in FAO HQ such as finance office, legal office, and administrative support from the FAO-GEF Unit (OCBD) as needed.

Inception Workshop

An Inception Workshop will take place within 3 months of the project's official start date of the Project with participation of the implementing and executing agencies, as well as key partners, to establish the PSC, agree on the specific details of the coordination mechanisms, as well as a project-level Knowledge Management and Communications strategy, partnership strategy, and arrangements for a cohesive project M&E plan.

Will the GEF Agency play an execution role on this project?

If so, please describe that role here and the justification.

N/A

Also, please add a short explanation to describe cooperation with ongoing initiatives and projects, including potential for co-location and/or sharing of expertise/staffing (max. 500 words, approximately 1 page)

The project will collaborate with several ongoing initiatives, building on their achievements and ownership, particularly with those which IMO or FAO is already part of. The key initiatives are listed below.

The GloLitter Partnerships Project is implemented by IMO in partnership with FAO and funded by the Governments of Norway, Australia, Saudi Arabia. It supports 30 developing countries from 5 regions in identifying opportunities to prevent and reduce MPL within the shipping and fisheries sectors. GloLitter is the first global initiative that tackles SBMPL from shipping and fisheries with a specific focus on implementation of the IMO Action Plan to Address Marine Plastic Litter from Ships, and the FAO VGMFG. Building on the the GloLitter results PRO-SEAS project will support implementation of the existing National Action plans (NAPs developed under GloLitter) to address SBMPL (project Component 1), including establishing environmentally sound SBMPL management systems in selected ports (Component 2).

The Joint Group of Experts on the Scientific Aspects of Marine Environmental Protection (GESAMP) will provide scientific advice to PRO-SEAS project, particularly GESAMP Working Group (43) on sea-based sources of marine litter which is co-sponsored by FAO, IMO and UNEP and aims to build a broader understanding of SBMPL, particularly from the shipping and fishing sectors.

Global Partnership for Plastic Pollution and Marine Litter (GPML), with the UNEP as its secretariat, is a partnership of diverse stakeholders that seeks to reduce and manage marine litter and link relevant stakeholders, as well as to the UNEP-related marine litter processes. IMO and FAO lead the focal area on sea-based sources of marine litter. Also, the PRO-SEAS project, in collaboration with UNEP and through GPML, will provide a vehicle to complement efforts being undertaken through the Regional Sea Convention secretariats (Regional Seas Programme of UN Environment) to address SBMPL, including inputs to the harmonization with regional action plans.

The Global Ghost Gear Initiative (GGGI) is the only cross-sector stakeholder alliance focused on addressing the problem of ALDFG worldwide. FAO has partnered with GGGI on a several initiatives, including a pilot project on gear marking in SSF and recommendations for the Development of the Guidelines for the Marking of Fishing Gear. Under the GloLitter project IMO and FAO has partnered with GGGI to implement small grants program for women-led projects.

The FAO-supported Regional Fishery Body Secretariats' Network (RSN) which includes all RFBs (and RFMOs). The PRO-SEAS project will disseminate information on the use of plastics in fisheries, ALDFG and ghost fishing, options to reduce plastics in fishing gears, and measures to increase collection and recycling or repurposing of end-of-life/obsolete gears and waste from fishing vessels, through this Network. In relation to this, the project will also partner with the International Sustainable Seafood Foundation (ISSF). Initial areas

explored during the PPG (to be confirmed during project implementation) include linkage with ISSF to address Fish Aggregating Device (FAD) retrieval at the regional level undertaken in collaboration with several tuna fisheries RFMOs (those most relevant being IATTC, IOTC, WCPFC and ICCAT) and fishing vessel skipper and other stakeholders (fishing companies, managers, etc.) training workshops to address Sea-Based Marine Plastic Litter (SBMPL) from fisheries, including PS (FADs), LL and any other gear types.

The project will also link with the FAO-supported Blue Ports Initiative through its activities related to Port Reception Facilities, and a variety of CSOs and NGO such as the ALPESCAS connecting with its fishing net recycling programme, which will also be contributing under Output 3.1.2 (see above).

During the project's inception period, the project will explore opportunities for synergies and collaboration, where appropriate, with other relevant GEF and non-GEF projects at the national, regional and global levels. Coordination with these initiatives will be important to capitalize on potential synergies and ensure maximum benefits to stakeholders in the most cost-effective manner. These projects are also potential sources of additional (leveraged) co-financing for the PRO-SEAS project, depending on the extent to which collaboration develops during project implementation. Systems for communication and exchange will be established with both the relevant GEF and non-GEF projects during the PRO-SEAS project's inception period and detailed in a project stakeholders and partnerships plan (based on operationalizing the project's Stakeholder Engagement Plan), which will also be produced during the project inception period.

GEF projects

The PRO-SEAS project will be closely coordinated with other relevant active GEF projects listed in Table 2, through for example, the communication and knowledge exchange mechanisms under Component 4, as well as periodic meetings between their respective implementation teams. Initial approaches to explore synergies and collaboration were made during the PPG period with the IMO implemented GloFouling and GloNoise, as well as FAO implemented REBYC-III projects to learn about lessons learned and discuss best practices in implementation of the GEF funded projects, which will be followed up during the first three months of the project implementation.

Non-GEF projects

There are several relevant non-GEF projects at the national, regional and global levels with which the PRO-SEAS project will explore coordination during the initial project implementation period are listed in Table 3. There will be a special emphasis on coordination with the IMO GloLitter project, IMO RegLitter project which are considered sister projects of the PRO-SEAS project, and on which the PRO-SEAS builds, and given the PCU for the PRO-SEAS will be hosted at IMO headquarters in London. Close cooperation will be established with the UNEP's Global Partnership on Plastic Pollution and Marine Litter (GPML) that is a multi-stakeholder partnership that brings together all actors working to prevent marine litter and plastic pollution on global and regional levels. GloLitter project is closely partnering with this initiative on capacity building activities and information exchange.

Table 2. Active Global/Regional/National GEF-supported projects of relevance to the PRO-SEAS project

Project Title/Lead Implementing Agency/GEF Project ID	Description/Participating Countries	GEF Focal Area	GEF Funding (US \$)	Coordination Approach
Circular and POPs-free Plastics in Africa/UNEP/GEF Project ID: 11049	Approved for Implementation. The objective is to reduce the import, production and use of POPs in plastic-containing products and the generation of uPOPs.	Chemicals and Waste	11,000,000	- Knowledge products and events; - Project website; - Project communication activities

	Regional, Kenya, Nigeria, Republic of South Africa, Uganda, Zimbabwe			(outreach and awareness-raising materials and events)
Circular Solutions to Plastic Pollution Global Platform Project/UNEP and WWF US Chapter/GEF Project ID: 11197	Concept Approved. Global Platform Project for the Circular Solutions to Plastic Pollution Integrated Program, co-led by UNEP and WWF. The objective of the integrated program is to trigger systems change to accelerate the transition towards a circular economy of plastics in the food and beverage sector, and prevent plastic pollution through upstream solutions such as reduction, substitution, reuse, and redesign. Global, Brazil, Burkina Faso, Cambodia, Cook Islands, Costa Rica, Dominican Republic, India, Jordan, Laos, Morocco, Nigeria, Peru, Philippines, Republic of South Africa), Senegal.	IW Climate Change Mitigation Biodiversity	15,984,404	- IW:LEARN exchange mechanism; knowledge products and events; - Project website; - Project communication activities (outreach and awareness-raising materials and events)
Promoting national blue economy priorities through marine spatial planning in the Caribbean Large Marine Ecosystem Plus (BE-CLME+)/FAO	approved for Implementation. The objective is to promote blue economy development in the CLME+ through marine spatial planning and marine protected areas, ecosystem approach to fisheries, and sustainable seafood value chains. Regional, Barbados, Belize, Guyana, Jamaica, Panama, Saint Lucia.	IW, Biodiversity	6,308,400	- IW:LEARN exchange mechanism; knowledge products and events; - Project website; - Project communication activities (outreach and awareness-raising materials and events)
Protecting and Restoring the Ocean's Natural Capital, building Resilience and supporting region-wide Investments for sustainable Blue Socio-Economic Development (PROCARIBE+)/UNDP/GEF Project ID: 10800	Approved for Implementation. Builds on the previous CLME+ project. The objective is to protect, restore and harness the natural coastal and marine capital of the Caribbean and North Brazil Shelf Large Marine Ecosystems to catalyze investments in a climate-resilient, sustainable post-covid Blue Economy, through strengthened regional coordination and collaboration, and wide-ranging partnerships. Regional, Colombia, Costa Rica, Panama, Bahamas, Belize, Cuba, Dominican Republic, Guatemala, Guyana, Honduras, Jamaica, St. Kitts and Nevis, Saint Lucia, Suriname, Trinidad and Tobago, Antigua and Barbuda, Brazil, Haiti, Venezuela.	IW	15,429,817	- IW:LEARN exchange mechanism; knowledge products and events; - Project website; - Project communication activities (outreach and awareness-raising materials and events)
Reduce marine plastics and plastic pollution in Latin American and Caribbean cities through a circular economy approach/UNEP/ GEF Project ID: 10547	Approved for Implementation. The objective is to reduce regional marine plastics and plastic pollution by facilitating governments and businesses at the city-level, to accelerate the transition to a circular economy thereby responding to national, regional and global marine litter and plastics-related action plans, resolutions and commitments Latin American and the	IW Chemicals and Waste	7,000,000	- IW:LEARN exchange mechanism; knowledge products and events - Project website; - Project communication activities

	Caribbean (LAC). Regional, Colombia Jamaica, Panama			(outreach and awareness-raising materials and events)
Strategies, technologies and social solutions to manage bycatch in tropical Large Marine Ecosystem Fisheries (REBYC-III CLME+)/FAO/GEF Project ID: 10857	Approved for Implementation. The objective is to manage bycatch and reduce discards in the Caribbean and North Brazil Shelf Large Marine Ecosystems (CLME+) thereby promoting sustainable and responsible fisheries that provide economic opportunities while ensuring the conservation of marine living resources, supporting country implementation of the CLME+ SAP, and with successful solutions for potential scale up to other LMEs. Project also explores ALDFG management. Regional, Barbados, Guyana, Suriname, Trinidad and Tobago	IW	5,329,452	- IW:LEARN exchange mechanism; knowledge products and events - Project website; - Project communication activities (outreach and awareness-raising materials and events)
Strengthening the national capacity for the management of POPs in Costa Rica/UNDP/ GEF Project ID: 11015	Approved for Implementation. The objective is to reduce emissions/releases, minimize exposure of human beings to UPOPs in strategic sectors including plastics, and to advance the Stockholm Convention in Costa Rica. National, Costa Rica	Chemicals and Waste	4,000,000	Knowledge products and events; - Project website; - Project communication activities (outreach and awareness-raising materials and events)
Common Oceans - A partnership for sustainability and biodiversity in the ABNJ	Approved for Implementation. The Program aims to improve tuna and deep-sea fisheries management by strengthening regulatory frameworks and reducing their environmental impact. It will form a collaborative stewardship to demonstrate how cooperation and partnership can play a leading role in sustaining and restoring the productivity and health of the in on the Sargasso Sea's ecosystem. Another important aspect is capacity building. Key officials from regional and national organizations will participate in training programs that will allow them to exchange experiences and strengthen cross-sectoral collaboration on issues such as illegal, unreported and unregulated (IUU) fishing, seabed disturbance, marine and land-based pollution and climate change.	IW	26, 719,744	- IW:LEARN exchange mechanism; knowledge products and events; - Linking project websites; - Project communication activities (outreach and awareness-raising materials and events)

Table 3. Key related non-GEF projects and programs with potential for collaboration/synergies with the PRO-SEAS project

Status	Name of project or programme	Host institution	Description	Country/ Region	Funding source
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Under implementation	Sea-based Sources of Waste Projects	Sustainable Seas Trust	Ongoing monitoring through a citizen science programme and a citizen science training programme offered to citizen scientists. Currently developing training interventions aimed at minimising sea-based sources of waste, and has published ALDFG guide: https://sst.org.za/wp-content/uploads/2024/02/2024-ALDFG-in-Africa_Best-Practice-Guide_Digital-1.pdf	Africa	Multiple, but primary donor is The Norwegian Ministry of Foreign Affairs
Under implementation	PROBLUE	World Bank	Multi-Donor Trust Fund, housed at the World Bank, that supports the World Bank's overall ocean portfolio. PROBLUE focuses on four key areas: The management of sustainable fisheries and aquaculture; Addressing threats posed to ocean health by marine pollution, including litter and plastics, from marine or land-based sources; The sustainable development of key oceanic sectors such as tourism, maritime transport and off-shore renewable energy; Building government capacity to manage marine resources, including nature-based infrastructure such as mangroves, in an integrated way to deliver more and long-lasting benefits to countries and communities.	Global	Multi-Donor Trust Fund
Under implementation	Catchgreen	Various project partners in Sweden, Norway, South Africa and Kenya	A cross-sector collaborative research project that covers the entire fishing gear production chain, from the development of a brand-new biodegradable compound for ocean use, filament manufacturing, and testing, to piloting in real-life ocean conditions and prototype gear development through various project partners in Sweden, Norway, South Africa and Kenya.	Global	Foreign Commonwealth and Development Office, UKaid
Under Implementation	BioFADs: New trials and Large-Scale Deployment	International Seafood Sustainability Foundation	Global at-sea research initiative to trial non-entangling designs and natural materials for fish aggregating devices (FADs) that can biodegrade.	Global	Unknown; non-GEF
Under Implementation	Redes de América	Latin American Alliance for Sustainable Fishing and Food Security (ALPESCAS)	Fishing net and gear recycling programme which brings together 11 countries in the region (Argentina, Chile, Colombia, Brazil, Costa Rica, Ecuador, El Salvador, Mexico, Panama, Peru, and Uruguay).	Latin America	Private Sector (?)
Under Implementation	Global Partnership on Marine Litter and Plastic Pollution (GPML-Caribe)	Gulf and Caribbean Fisheries Institute (GCFI)	A partnership for national and regional organizations, governments, research, and technical agencies and individuals, that work together to reduce the quantity and impact of marine litter and plastic pollution in coastal zones of the Wider Caribbean Region.	Caribbean	Various sources
Under Implementation	Global Ghost Gear Initiative (GGGI) Projects	Global Ghost Gear Initiative (GGGI)	GGI Projects are aimed at addressing the problem of abandoned, lost and otherwise discarded fishing gear.	Global	Various sources (e.g. Belgian government, National Geographic Society and World Animal Protection etc.)
Under Implementation	Chanuka Plastiki Project	Enaleia	Supports coastal communities in Kenya by improving waste management and	Mediterranean Sea, Kenya	Unknown; non GEF

			providing services including plastic collection Green Stations, volunteer beach clean-ups, and cleaning up dumpsites in drains and ravines that flow into the ocean.		
Under implementation	Prevention of Marine Litter in the Caribbean Sea (PROMAR)	CEGESTI	PROMAR is contributing to the reduction of waste streams, namely plastic packaging and single-use plastics, into the Caribbean Sea while promoting circular economy solutions in the Dominican Republic, Costa Rica & Colombia. One aspect of PROMAR's project activities is to raise awareness about the importance of preventing marine litter and to educate about how to do so.	Regional (Dominican Republic, Costa Rica, Colombia, Suriname)	German Federal Ministry for the Environment and Nuclear Safety (BMU)
Under Implementation	Sustainable Waste Innovation for a Future in Transition (SWIFT)	Kenya Climate Innovation Center (KCIC)	A waste management programme targeting Small and Medium Enterprises (SMEs) operating in the waste management sector in Kenya. The programme's primary objective is to transform the waste management sector through tailored business support to waste enterprises and by strengthening waste management policies in Kenya to accelerate the transition to a circular, green, and inclusive economy.	Kenya	IKEA foundation
Under Implementation	Kenya Plastics Pact	Kenya Plastics Pact and World Wide Fund for Nature, Kenya	A voluntary initiative working to create a circular economy for plastic packaging. Led by leading plastic producers and users in Kenya, including Bidco Africa, Line Plast Group, Bio Food Products Ltd, Silafrica, and Taka Taka Solutions to commit to re-designing and producing more sustainable and recyclable packaging.	Kenya	Unknown; non-GEF
Under Implementation	Unleashing the Blue Economy of the Caribbean (UBEC)	OECS Commission	Aimed at harmonizing regulations and boosting cooperation among participating Member States to address transboundary issues such as fisheries, tourism and marine waste management. being implemented within two major components which will promote strengthening of the blue economy in the region: 1) Strengthening Governance, Policies, and Capacity Building; 2) Scale Up Access to Finance and Infrastructure Investment.	Latin America and the Caribbean	World Bank
Under Implementation	Entangled in Costa Rica	INNOCEANNA	The project seeks to mitigate the problem of abandoned fishing gear in the ocean. It was created as a collaboration between Innoceana, tour operators, and the fishermen of Costa Rica to understand how to tackle the problem of marine litter together.	Costa Rica	Unknown; non-GEF
Under Implementation	Recyclable waste management program	Preserve the Planet	Collects plastic from the cleaning campaigns carried out by the non-governmental organization 'Preserve the Planet'. Reuses plastic for the manufacture of garbage cans, benches and others Conducts workshops, conferences, training and activities focused on promoting green awareness.	Costa Rica	Unknown; non-GEF

Under Implementation	The Kingston Harbour Clean-up Project	The Ocean Cleanup in collaboration with The Grace Kennedy Foundation (GKF), and Clean Harbours Jamaica (CHJ) Limited	A pilot project to prevent solid waste from flowing into Kingston Harbour. Waste-trapping technology will be installed at the mouths of 11 gullies that feed into the Harbour. This effort is expected to eventually extract an estimated 900 metric tons of waste a year. Debris trapped by the technology is removed by The Ocean Cleanup's small barge, known as the Interceptor™ Tender, and transported to an offloading site for sorting and disposal.	Jamaica	The Benioff Ocean Science Laboratory.
Under Implementation	PacWastePlus	Pacific Regional Environment Programme (SPREP)	The overall objective of PacWastePlus is "to generate improved economic, social, health and environmental benefits arising from stronger regional economic integration and the sustainable management of natural resources and the environment". The specific objective is "to ensure the safe and sustainable management of waste with due regard for the conservation of biodiversity, health and wellbeing of Pacific island communities and climate change mitigation and adaptation requirements".	Pacific	European Union
Under Implementation	Pacific Ocean Litter Project (POLP)	Pacific Regional Environment Programme (SPREP)	The Pacific Ocean Litter Project (POLP) is about reducing the volume of single-use plastics ending up as marine litter in Pacific coastal environments. The Project has been designed to deliver support to Pacific island countries through an integrated approach addressing legislation, policy and planning, increasing consumer awareness and changing behaviour, working closely with industry groups and small businesses and by identifying and providing information about sustainable alternative products and practices.	Pacific	Australian Government
Under Implementation	Global Partnership on Marine Litter and Plastic Pollution (GPML-Pacific)	Pacific Regional Environment Programme (SPREP)	A project that supports Pacific countries to undertake enabling activities to successfully address plastic pollution, including in the marine environment, through the development and implementation of legal and collaborative frameworks and strategic planning. The proposed activities are expected to help countries prepare for the development and implementation of an ambitious international legally binding instrument called for in the United Nations Environment Assembly (UNEA) resolution 5/14 entitled "End plastic pollution: Towards an international legally binding instrument."	Pacific	United States Department of State (DOS), Bureau of Oceans and International Environmental and Scientific Affairs (OES), Office of Environmental Quality (ENV).

Core Indicators

Indicate expected results in each relevant indicator using methodologies indicated in the GEF-8 Results Measurement Framework Guidelines. There is no need to complete this table for climate adaptation projects financed solely through LDCF and SCCF.

Indicator 5 Area of marine habitat under improved practices to benefit biodiversity (excluding protected areas)

Ha (Expected at PIF)	Ha (Expected at CEO Endorsement)	Ha (Achieved at MTR)	Ha (Achieved at TE)
3,532,900.00	4,875,100.00		

Indicator 5.1 Fisheries under third-party certification incorporating biodiversity considerations

Number (Expected at PIF)	Number (Expected at CEO Endorsement)	Number (Achieved at MTR)	Number (Achieved at TE)

Type/name of the third-party certification

Indicator 5.2 Large Marine Ecosystems with reduced pollution and hypoxia

Number (Expected at PIF)	Number (Expected at CEO Endorsement)	Number (Achieved at MTR)	Number (Achieved at TE)

LME at PIF	LME at CEO Endorsement	LME at MTR	LME at TE

Indicator 5.3 Marine OECMs supported

Name of the OECMs	WDPA-ID	Total Ha (Expected at PIF)	Total Ha (Expected at CEO Endorsement)	Total Ha (Achieved at MTR)	Total Ha (Achieved at TE)

Indicator 7 Shared water ecosystems under new or improved cooperative management

	Number (Expected at PIF)	Number (Expected at CEO Endorsement)	Number (Achieved at MTR)	Number (Achieved at TE)
Shared water Ecosystem	Caribbean sea, Pacific Central American Coastal, Somali coastal current	Caribbean sea, Pacific Central American Coastal, Somali coastal current		
Count	3	3	0	0

Indicator 7.1 Level of Transboundary Diagnostic Analysis and Strategic Action Program (TDA/SAP) formulation and implementation (scale of 1 to 4; see Guidance)

Shared Water Ecosystem	Rating (Expected at PIF)	Rating (Expected at CEO Endorsement)	Rating (Achieved at MTR)	Rating (Achieved at TE)
Caribbean sea	4			
Pacific Central American Coastal	4			
Somali coastal current	4			

Indicator 7.2 Level of Regional Legal Agreements and Regional management institution(s) (RMI) to support its implementation (scale of 1 to 4; see Guidance)

Shared Water Ecosystem	Rating (Expected at PIF)	Rating (Expected at CEO Endorsement)	Rating (Achieved at MTR)	Rating (Achieved at TE)
Caribbean sea		4		
Pacific Central American Coastal		3		
Somali coastal current		2		

Indicator 7.3 Level of National/Local reforms and active participation of Inter-Ministeral Committees (IMC; scale 1 to 4; See Guidance)

Shared Water Ecosystem	Rating (Expected at PIF)	Rating (Expected at CEO Endorsement)	Rating (Achieved at MTR)	Rating (Achieved at TE)
Caribbean sea		4		
Pacific Central American Coastal		3		
Somali coastal current		2		

Indicator 7.4 Level of engagement in IWLEARN through participation and delivery of key products(scale 1 to 4; see Guidance)

Shared Water Ecosystem	Rating (Expected at PIF)	Rating (Expected at CEO Endorsement)	Rating (Achieved at MTR)	Rating (Achieved at TE)
Caribbean sea		4		
Pacific Central American Coastal		2		
Somali coastal current		1		

Indicator 8 Globally over-exploited fisheries moved to more sustainable levels

Metric Tons (Expected at PIF)	Metric Tons (Expected at CEO Endorsement)	Metric Tons (Achieved at MTR)	Metric Tons (Achieved at TE)
8,750.00	24,550.00		

Fishery Details

Figure calculated as the 25% of the overall catch in the target fisheries (landings: 82,201 tonnes; discards: 16,000 tonnes, combined 98,201 tonnes), which is approximately 24,550 metric tonnes. The target of 25% was based on 'expert knowledge' (from FAO Fisheries staff) of the fisheries of Costa Rica, Jamaica, Kenya and Vanuatu with the potential to be targets for fisheries gear marking systems, and based on previous FAO experience of what is possible to achieve when introducing new fisheries management techniques, tools and systems within a 4-year project. Target fisheries include gillnets and longlines targeting demersal and pelagic resources (crustaceans, tuna and finfish), pot and trawl fisheries targeting demersal resources (crustaceans), boat seines and purse seines targeting pelagic resources (tuna and finfish), handlines targeting demersal and pelagic resources (tuna and finfish). Source: Pérez Roda, M.A. (ed.), Gilman, E., Huntington, T., Kennelly, S.J., Suuronen, P., Chaloupka, M. and Medley, P. 2019. A third assessment of global marine fisheries discards. FAO Fisheries and Aquaculture Technical Paper, No. 633. Rome, FAO. 78 pp.

Indicator 9 Chemicals of global concern and their waste reduced

Metric Tons (Expected at PIF)	Metric Tons (Expected at CEO Endorsement)	Metric Tons (Achieved at MTR)	Metric Tons (Achieved at TE)
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0.00	0.00	0.00	0.00
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Indicator 9.1 Solid and liquid Persistent Organic Pollutants (POPs) removed or disposed (POPs type)

POPs type	Metric Tons (Expected at PIF)	Metric Tons (Expected at CEO Endorsement)	Metric Tons (Achieved at MTR)	Metric Tons (Achieved at TE)
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Indicator 9.2 Quantity of mercury reduced (metric tons)

Metric Tons (Expected at PIF)	Metric Tons (Expected at CEO Endorsement)	Metric Tons (Achieved at MTR)	Metric Tons (Achieved at TE)

Indicator 9.3 Hydrochlorofluorocarbons (HCFC) Reduced/Phased out (metric tons)

Metric Tons (Expected at PIF)	Metric Tons (Expected at CEO Endorsement)	Metric Tons (Achieved at MTR)	Metric Tons (Achieved at TE)

Indicator 9.4 Number of countries with legislation and policy implemented to control chemicals and waste (Use this sub-indicator in addition to one of the sub-indicators 9.1, 9.2 and 9.3 if applicable)

Number (Expected at PIF)	Number (Expected at CEO Endorsement)	Number (Achieved at MTR)	Number (Achieved at TE)

Indicator 9.5 Number of low-chemical/non-chemical systems implemented, particularly in food production, manufacturing and cities (Use this sub-indicator in addition to one of the sub-indicators 9.1, 9.2 and 9.3 if applicable)

Number (Expected at PIF)	Number (Expected at CEO Endorsement)	Number (Achieved at MTR)	Number (Achieved at TE)

Indicator 9.6 POPs/Mercury containing materials and products directly avoided

Metric Tons (Expected at PIF)	Metric Tons (Expected at CEO Endorsement)	Metric Tons (Achieved at MTR)	Metric Tons (Achieved at TE)

Indicator 9.7 Highly Hazardous Pesticides eliminated

Metric Tons (Expected at PIF)	Metric Tons (Expected at CEO Endorsement)	Metric Tons (Achieved at MTR)	Metric Tons (Achieved at TE)

Indicator 9.8 Avoided residual plastic waste

Metric Tons (Expected at PIF)	Metric Tons (Expected at CEO Endorsement)	Metric Tons (Achieved at MTR)	Metric Tons (Achieved at TE)
6,000.00	6,000.00		

Indicator 11 People benefiting from GEF-financed investments

	Number (Expected at PIF)	Number (Expected at CEO Endorsement)	Number (Achieved at MTR)	Number (Achieved at TE)
Female	970	1,120		
Male	1,070	1,600		
Total	2,040	2,720	0	0

Explain the methodological approach and underlying logic to justify target levels for Core and Sub-Indicators (max. 250 words, approximately 1/2 page)

Core Indicator (CI) 5: The CI target is calculated as the area the project will impact. This is considered as the inshore fishing areas of the 4 countries identified for pilot projects at national level (Costa Rica – 16,607 km² (Pacific coast), 2,207 km² (Caribbean coast); Jamaica – 13,422 km²; Kenya – 8,282 km²; and Vanuatu – 8,233 km²; source <https://www.seaaroundus.org>). Together, this includes 48,751 km², or 4,875,100 hectares. This reflects the areas where most of the coastal fisheries of the four countries operate and where there is a concentration of shipping lanes including around ports. However, it should be noted that project benefits will have indirect benefits over a wider area as the project would be providing SBMPL management guidance for the LME Strategic Action Programme (SAP) for each of the LMEs which if implemented would mean that plastic pollution of the marine habitat would be improved potentially over the whole LME. For the Caribbean LME (CLME), the upscaling of project impact would be assured through collaboration with the Western Central Atlantic Fisheries Commission (WECAFC). For the Somali Coastal Current LME, arrangements are in place to expand the project related fisheries activities' lessons in Kenya through SWIOFC to the other countries in this LME. In addition, SBMPL entering the ocean doesn't stay where it enters the marine environment (which is why it is a global problem), so SBMPL dumped in the waters of say Costa Rica will also impact neighbouring and other national (and ABNJ) waters.

CI 7: Costa Rica has a coastline which includes two LMEs, the Caribbean Sea LME and the Pacific-Central American Coastal LME. Jamaica is located in the Caribbean Sea LME. Kenya's EEZ is part of the Somali Coastal Current LME. The target of 3 LMEs reflects that the results of the project will be integrated into LME-wide planning and management processes, with, for example, information and guidance on managing SBMPL provided to national and regional implementation of SAPs associated with each LME (e.g. through Components 1 and 4). Also, in terms of the project activities directed at addressing ALDFG in fisheries, the project will engage RFBs (WECAFC, SWIOFC) and RFMOs in the project which cover wide geographic areas, including the Caribbean Sea LME and Somali Coastal Current LME. Both RFBs have been and still are involved in LME multi-stakeholder management processes and various projects. This means that project initiatives can be scaled-up easily to generate LME wide impact. Through collaborating with OSPESCA in Central America, also the other countries of the Pacific-Central American Coastal LME will be involved in ALDFG prevention and reducing activities.

CI8: Figure calculated as the 25% of the overall catch in the target fisheries (landings: 82,201 tonnes; discards: 16,000 tonnes, combined 98,201 tonnes), which is approximately 24,550 metric tonnes. The target of 25% was based on 'expert knowledge' (from FAO Fisheries staff) of the fisheries of Costa Rica, Jamaica, Kenya and Vanuatu with the potential to be targets for fisheries gear marking systems, and based on previous FAO experience of what is possible to achieve when introducing new fisheries management techniques, tools and systems within a 4-year project. Target fisheries include gillnets and longlines targeting

demersal and pelagic resources (crustaceans, tuna and finfish), pot and trawl fisheries targeting demersal resources (crustaceans), boat seines and purse seines targeting pelagic resources (tuna and finfish), handlines targeting demersal and pelagic resources (tuna and finfish). Source: Pérez Roda, M.A. (ed.), Gilman, E., Huntington, T., Kennelly, S.J., Suuronen, P., Chaloupka, M. and Medley, P. 2019. A third assessment of global marine fisheries discards. FAO Fisheries and Aquaculture Technical Paper, No. 633. Rome, FAO. 78 pp.

CI 9: Estimate calculated by targeting 80% return of plastic litter generated onboard major industrial and artisanal fishing vessels in Costa Rica, Jamaica, Kenya and Vanuatu to PRFs that will be disposed of in an environmentally sound manner. 80% was chosen as a target for return to ensure focus on PRFs in major national fishing ports and select fishing landing sites in the project countries where associated capacity building activities will occur, noting that, in many cases, PRFs do not exist at many small-scale artisanal fisheries landing sites and existing PRFs are often inadequate. To determine total plastic litter generated onboard the fishing vessels, average vessel-level estimates of annual volumes of plastic waste generated from industrial and artisanal fisheries in Latin America were used as a proxy for vessels in the four project countries (noting that this data is unavailable in the project countries) and were multiplied by total numbers of industrial and artisanal fishing vessels in Costa Rica, Jamaica, Kenya and Vanuatu. The national industrial and artisanal fishing vessel numbers were reported by countries in their SBMPL Country Status Assessments and National Action Plans developed under the GloLitter project. Sources: Molina, G. 2024. Componente 3: Caracterización y estimación de los residuos generados por el sector pesquero y acuícola, su diversidad de entidades y actividades involucradas, con la descripción del enfoque actual de su gestión. Consultoría de Apoyo para analizar la generación y gestión de residuos del sector pesca y acuicultura y su transición hacia modelos de economía circular. Banco Interamericano de Desarrollo, Ministerio De Medioambiente, Chile. resources.get SBMPL Country Status Assessments and National Action Plans: www.glolitter.imo.org/resources.

CI 11: Estimate based on 4 capacity building workshops per country each year for 4 years with 40 participants as an average, which gives 640 for each country, under Components 1 and 2. The PRO-SEAS project has four participating countries, so the total of 'direct beneficiaries' is 2,560. Based on a FAO and IMO experience for the fisheries and shipping sectors, a 40% female and 60% male split was applied across the project countries and sectors (this is also the gender target for participation set out in the Gender Action Plan. This gives a total of 384 men and 256 women in each country. In addition, an estimated 160 people (40 per year, 10 per country per year for four years) will be direct beneficiaries of the project's small business development activities under Component 3 (training, mentoring, other support but a likely smaller number going on to establish viable businesses). This group will have an expected mix of 40% male (64) and 60% female (96), based on FAO Fisheries experience of fisheries value chains and developing small business ventures with fisher communities and likely opportunities for SBMPL recycling and repurposing enterprises. Altogether this gives 680 direct beneficiaries per country or 2,720 in total, comprising of 1,600 men and 1,120 women

Key Risks

	Rating	Explanation of risk and mitigation measures
CONTEXT		

Climate	Low	<p>Risk: Some hazards affecting the coastal areas and LMEs of the targeted countries are expected to increase in frequency and intensification, especially ocean temperature, acidification, sea level rise and extreme storm, including precipitation and flooding, events over the mid-to longer term (2041-2060). These could undermine the long-term risks to the results of project. For example, extreme weather events are a known major cause of SBMPL in the form of fishing gear losses. They can also create hazards to shipping activities that can result in SBMPL from the shipping sector (e.g., losses of containers from container vessels during major storms). It is also recognised that some of the project target countries, particularly Vanuatu, have high vulnerability to climate change-related impacts, including a low readiness score. However, there are no immediate risks to oceans and the marine environment presented during project lifetime, although extreme climate events, such as hurricanes and tropical cyclones in some target regions may temporarily affect project execution (particularly in coastal areas of Costa Rica, Kenya and Jamaica) and additional risks from volcanic events and drought in Vanuatu. Extreme climate events can also result in inputs of large and unanticipated amounts of SBMPL to the target countries and their respective LMEs, such as fishing gear losses or losses of containers from shipping vessels. Indeed, the project's objective to reduce and (long term aim) eventually eliminate SBMPL will improve the environmental sustainability of the fisheries and the shipping industries (such as through decreased 'ghost fishing' and risk to crews from less plastics in the oceans) and general public health (such as through less plastic including associated chemicals in food chains) thus contributing to building increased resilience among the communities involved in these activities. Climate change impacts are well understood by the four target countries and each has advanced climate change planning [41] (although not necessarily the resources for implementation). Mitigation: The project will employ an adaptive management approach to project execution with a funded M&E system in place from the start. The project's communications and outreach activities will also include dissemination of knowledge on climate impacts and the use of early warning systems for fisher groups and other vessels particularly at risk of generating SBMPL from extreme weather events (e.g., container vessels carrying containers with plastic items such as pre-production plastic pellets - i.e., nurdles). Given that bad weather events including unexpected storm events are a major (often the most common) cause of fishing gear losses globally, these communication and outreach activities will better enable fishing communities as well as other seafarers to proactively respond to anticipated extreme weather events, thus preventing and reducing SBMPL, including in the form of fishing gear losses, while raising awareness around climate impacts. Many project deliverables are also at national level, e.g. strengthening capacity of inter-sectoral groups to better manage SBMPL under Component 1, so that these groups and local actors are less susceptible to local climate impacts.</p>
Environmental and Social	Low	<p>Risk: Continuing COVID pandemic may lead to lower engagement, fewer in-person meetings, and delays in project execution, particularly for developing country project partners where staffing and capacity are less available. No environmental risks expected. Indeed, the project aims to reduce risks to</p>

		environment by reducing or removing SBMPL contributed by the shipping and fisheries sector from the marine ecosystem. Mitigation: The project will use online platforms for meetings and to implement project activities to the extent feasible (employing practices and lessons gained during the first 2-3 years of COVID pandemic). Component 4 will particularly address effective communication.
Political and Governance	Low	Risk: Low commitment and engagement (poor political support, staffing, co-financing, and/or changed priorities due to adverse economic conditions) from key partners and government institutions in implementing activities to address SBMPL. Mitigation: The PRO-SEAS project is being designed to respond to, and directly support, the stated priorities of participating countries and to meet regional (LME) level priorities to address SBMPL. For instance, the project explicitly supports national and regional fisheries priorities addressing ALDFG including helping to strengthen capacity of the national fisheries authorities as well as the needs of local fishing communities and associations. The project specifically addresses many of the priorities identified by the four national governments in their National Action Plans (NAPs) on MPL which were developed under the GloLitter Partnerships project. All four project partner countries – Costa Rica, Jamaica, Kenya and Vanuatu - have already been involved in the GloLitter initiative and have been actively involved in the design of the PRO-SEAS project (for both during the PIF and PPG stages). In addition, IMO and FAO have long-established relationships with the selected countries' lead maritime and fisheries institutions on which the project will build. The project will also leverage existing coordinating and cross-cutting intergovernmental and transboundary mechanisms that address marine pollution to ensure participation remains strong, such as SBMPL National Task Forces (NTFs) established under the GloLitter Partnerships project.
INNOVATION		
Institutional and Policy	Low	Risk: the policy reforms proposed under the project (through Component 1) may not be approved, fully adopted and under implementation by participating governments within the 4 years of the project, due to the short timescale or because there are insufficient Government resources. Mitigation: participating Governments have already shown their commitment (partly evidenced by the previous engagement in the GloLitter and other relevant initiatives – see above), and because implementation of the policy reforms is clearly seen as a priority by the Governments themselves.
Technological		Risk: There are few technical risks to the project, as most of the technological approaches adopted by the project are well tested. However, one of the project goals is to collect data on the amount and source of SBMPL in selected areas to enable establishment of the efficient SBMPL management and monitoring system. The risk exists that some key stakeholders, e.g. vessels of small-scale fisheries may not be eager to participate in surveys on the amount and type of plastic as they may feel they will be penalized for any adverse findings. Mitigation: IMO and FAO have strong leverage with the national governments and member states, as well as shipping and fisheries stakeholders to encourage them contribute the required information, including small-scale fisheries. In addition, most of the key

		stakeholders, and fishing and shipping companies have an interest in moving away from use of plastics following their CSR policies and general public concern over the amount of plastic entering the oceans.
Financial and Business Model	Low	Risk: in case of global recession impacting the amount of the government and donors' contribution to the project. Mitigation: the project is structured so that if there is a cut in funding the scope of the project can be revised/or reduced respectively, e.g. virtual capacity building activities substituting for in-person meetings to save funds, decreasing number of national activities, etc.
EXECUTION		
Capacity	Low	Risk: Lack of institutional expertise on the national and regional level to deliver capacity building activities. Mitigation: Assessments of institutional (both national and local) expertise and resources were undertaken during the PPG phase with recommendations to address these built into project activities (through training workshops, etc.). Limited SBMPL national capacities in the target countries will also be mitigated through engagement with regional groups that have greater SBMPL technical capacity to support implementation and sustainability (e.g., Vanuatu engagement with the Secretariat of the Pacific Regional Environment Programme (SPREP), particularly its Waste Management and Pollution Control division and the Pacific Ocean Litter Project, among others). Where national and regional technical SBMPL capacities are too limited, IMO and FAO will provide capacity support to the project through their technical divisions to the project (e.g., trainings, workshops, knowledge products, awareness raising activities). The high technical requirements for IMO and FAO staff will help mitigate risks from lack of institutional expertise in target countries and regions by supporting project capacity building efforts and thus foster project sustainability as technical expertise is shared and transferred as required from global to regional and national levels.
Fiduciary	Low	Risk: Mismanagement of donor funds Mitigation: IMO and FAO have comprehensive financial management and procurement systems in place that ensure no misuse of GEF funds occurs. FAO and IMO will be fully responsible for administering the funds in accordance with their financial regulations, rules, policies and procedures, and administrative instructions, in accordance with the common UN practices.
Stakeholder	Low	Risk: Women may be less able to participate and benefit from the project due to generally greater child-care and family responsibilities compared with men, especially in some of the partner countries due to cultural norms. Also, in general, the shipping and fisheries sectors have been historically male-dominated so ensuring women are equally represented is more of a challenge than for many other sectors. Mitigation: Special attention will be paid to ensuring that social and cultural barriers do not prevent women from effectively participating in the project. The project will focus on promoting and facilitating participation of women, especially in trainings and workshops, and pilot projects. Some activities will specifically target women, for example establishing women-led SBMPL recycling businesses for plastics derived from shipping and fisheries sectors under

		Component 3. A project-specific Gender Action Plan has been developed and a gender specialist will be employed as part of the project management team. The project's Stakeholder Engagement Plan also highlights rural women as being vulnerable to exclusion from the project and makes initial recommendations on how to reduce barriers to their engagement.
Other		
Overall Risk Rating	Low	All the risk Categories analyzed above indicate a LOW rating.

C. ALIGNMENT WITH GEF-8 PROGRAMMING STRATEGIES AND COUNTRY/REGIONAL PRIORITIES

Explain how the proposed interventions are aligned with GEF- 8 programming strategies and country and regional priorities, including how these country strategies and plans relate to the multilateral environmental agreements.

For projects aiming to generate biodiversity benefits (regardless of what the source of the resources is - i.e., BD, CC or LD), please identify which of the 23 targets of the Kunming-Montreal Global Biodiversity Framework the project contributes to and explain how.

Confirm if any country policies that might contradict with intended outcomes of the project have been identified, and how the project will address this. (max. 500 words, approximately 1 page)

The project contributes to global efforts to reduce marine plastic litter originating from the shipping and fisheries sectors, and supports the sustainable use and conservation of oceans, seas and marine resources.

The PRO-SEAS project will contribute to meeting the GEF-8 IW objective to 'accelerate joint action to support Sustainable Blue Economic Development' (IW-1), and its sub-objectives of 'sustaining healthy blue ecosystems' through preventing and reducing SBMPL from the maritime and fishing sectors and ensuring more effective environmentally responsible disposal of SBMPL, and 'advancing sustainable fisheries management' through the implementation of the VGMFG. The project also contributes to the GEF Biodiversity Focal Area through helping to reduce ALDFG impacts, particularly 'ghost fishing' of ETP species, fisheries target and non-target species, and the Chemicals and Waste Focal Area through removing waste plastic from the marine system that is harmful to marine life and habitats. This is reflected in the contribution of the project to GEF-8 Core Indicators 5, 7, 8, 9 and 11. The project also contributes to the GEF-8 integrated program 'Circular Solutions to Plastic Pollution'.

The project will contribute to meeting priority actions to address marine pollution in the Strategic Action Programmes (SAP) of the three LMEs associated with the target countries. For example, the Caribbean LME+ SAP explicitly mentions that maritime transport in the region is an important source of pollution and calls for a range of actions to address both land-based and sea-based sources of marine pollution in the region. The SAP also calls for actions to move fisheries to more sustainable management. The PRO-SEAS project addresses both these priorities. The project also responds to other regional plans such as the Regional Action Plan for Marine Litter (RAPMaLi) for the Wider Caribbean Region[41] which was developed as a project under the direction of UNEP (through its Regional Seas Programme) in response to significant amount of litter accumulating in the oceans.

All countries selected for implementation of activities at national level have identified priorities around FAO VGMFG, MARPOL Annex V, and LC/LP. The project is designed to meet key partner country priorities for addressing SBMPL, particularly in relation to their NAPs for SBMPL (see Table 1). The project will help

deliver national requirements including supporting development of domestic implementing legislation (e.g. regulating on-board garbage management plans and record books, crew/passenger awareness, adequate PRFs, inspection regimes and penalties, etc) to give effect of the international regulations under MARPOL Annex. The project also helps meet participating countries needs to address ALDFG (also identified through the NAPs) including: (i) capacity building support on the implementation of the VGMFG; (ii) awareness-raising materials on the causes, impacts and solutions to ALDFG; (iii) technical support to establish ALDFG assessment and monitoring systems; and (iv) facilitation of partnerships at national and regional levels to prevent and reduce ALDFG.

The project will also help support the implementation of the new international legally binding instrument under the United Nations Convention on the Law of the Sea on the conservation and sustainable use of marine biological diversity of areas beyond national jurisdiction, which recognizes in its preamble "...the need to address, in a coherent and cooperative manner, biodiversity loss and degradation of ecosystems of the ocean, due to,... pollution, including plastic pollution..."

Alignment TO FAO Strategic framework, SDGs and COUNTRY Programming Framework

FAO and its Members have recognized, and raised concern about Abandoned, Lost and otherwise Discarded Fishing Gear (ALDFG), as a significant component of marine litter which has serious impacts on habitats, fish stocks and other marine species, particularly through ghost fishing, and as a navigational hazard and risk to safety at sea. In accordance with FAO's mandate to achieve food security globally, including through inter alia the sustainable development of fisheries, FAO is working to prevent, reduce and eliminate ALDFG, under the broader framework of a global programme to support responsible practices for sustainable fisheries and reduce the impacts of fishing operations on marine ecosystems.

FAO adopted the Voluntary Guidelines for the Marking of Fishing Gear (VGMFG) to support the provisions of FAO's Code of Conduct for Responsible Fisheries. The VGMFG assists overarching fisheries management goals and addresses ALDFG through provisions relating to gear marking systems as well as retrieval and reporting of lost gear and appropriate disposal of end-of-life gear. These instruments are further supported by the current FAO's Strategic Framework 2022-31[42] , in particular the following FAO Programme Priority Areas:

- Better Production 2 – Blue Transformation, which aims to realize more efficient, inclusive, resilient and sustainable blue food systems promoted through improved policies and programmes for integrated science-based management, technological innovation and private-sector engagement;
- Better Environment 2 – Bioeconomy for Sustainable Food and Agriculture. This PPA aims to achieve 'biodiversity for food and agriculture maintained and sustainable use, conservation and restoration of marine, terrestrial and freshwater ecosystems, and their services promoted through adoption of targeted policies and practices.

The FAO 2022–2030 Blue Transformation – Roadmap[43] has in the fisheries area the global objective of Effective management of all fisheries delivers healthy stocks and secures equitable livelihoods, to which this project will contribute. The project is further aligned with the FAO's Blue Transformation umbrella programme.

The project will also contribute to the following SDGs:

- SDG 12.5 - By 2030, substantially reduce waste generation through prevention, reduction, recycling and reuse.

- SDG 14.1 - By 2025, prevent and significantly reduce marine pollution of all kinds, in particular from land-based activities, including marine debris and nutrient pollution.
- SDG 14.a - Increase scientific knowledge, develop research capacity and transfer marine technology, taking into account the Intergovernmental Oceanographic Commission Criteria and Guidelines on the Transfer of Marine Technology, in order to improve ocean health and to enhance the contribution of marine biodiversity to the development of developing countries, in particular small island developing States and least developed countries.
- SDG 14.c - Enhance the conservation and sustainable use of oceans and their resources by implementing international law as reflected in United Nations Convention on the Law of the Sea, which provides the legal framework for the conservation and sustainable use of oceans and their resources, as recalled in paragraph 158 of 'The future we want'.

Lessons learned from past projects

The development of the PRO-SEAS project has been guided by lessons learned from other relevant projects, in particular the GloLitter Partnerships project. Key lessons identified by the Mid-term Review of this project which have informed the identification of project activities and project management arrangements for the PRO-SEAS project include:

- Ensure that the National Focal Points are nominated by both the national shipping and fisheries authorities to make sure there is regular communication between the two sectors to ensure a common approach to SBMPL challenges (this arrangement has been put in place for the PRO-SEAS project during the PPG);
- Improving regional cooperation to address SBMPL requires direct engagement of regional bodies with an environmental mandate (PRO-SEAS will achieve this objective through the engagement of UNEP and its relevant Regional Seas Programs as well as RFBs and RFMOs);
- Ambitious multi-component projects with limited financial resources and limited number of staff such as GloLitter need adequate funding and staffing for implementation of the project scope (PRO-SEAS project activities have been carefully designed to match available funding and capacity);
- Private sector engagement should be led by the executing agency and not outsourced to another organization (under the PRO-SEAS project, IMO is establishing portfolio level GIA to ensure greater efficiency in relation to the private industry participation); and
- Budgeting for translation of knowledge products, interpretation and workshops/training materials is important to make the difference in countries where English is not an official language, to ensure impact and stakeholder engagement (PRO-SEAS Component 4 has a specific ring-fenced budget for translation costs).

D. POLICY REQUIREMENTS

Gender Equality and Women's Empowerment

We confirm that gender dimensions relevant to the project have been addressed during Project Preparation as per GEF Policy and are clearly articulated in the Project Description (Section B).

Yes

1) Does the project expect to include any gender-responsive-measures to address gender gaps or promote gender equality and women's empowerment?

Yes

If the project expects to include any gender-responsive measures to address gender gaps or promote gender equality and women empowerment, please indicate in which results area(s) the project is expected to contribute to gender equality:

Closing gender gaps in access to and control over natural resources;

Improving women's participation and decision-making; and/or

Yes

Generating socio-economic benefits or services for women.

Yes

2) Does the project's results framework or logical framework include gender-sensitive indicators?

Yes

Stakeholder Engagement

We confirm that key stakeholders were consulted during Project Preparation as required per GEF policy, their relevant roles to project outcomes has been clearly articulated in the Project Description (Section B) and that a Stakeholder Engagement Plan has been developed before CEO endorsement.

Yes

Select what role civil society will play in the Project

Consulted only;

Member of Advisory Body; Contractor; Yes

Co-financier; Yes

Member of project steering committee or equivalent decision-making body ; Yes

Executor or co-executor; No

Other (Please explain) No

Private Sector

Will there be private sector engagement in the project?

Yes

And if so, has its role been described and justified in section B project description?

Yes

Environmental and Social Safeguards

We confirm that we have provided information regarding Environmental and Social risks associated with the proposed project or program, including risk screenings/ assessments and, if applicable, management plans or other measures to address identified risks and impacts (this information should be presented in Annex E).

Yes

Please provide overall Project/Program Risk Classification

Overall Project/Program Risk Classification

PIF	CEO Endorsement/Approval	MTR	TE
Low	Low		

E. OTHER REQUIREMENTS

Knowledge management

We confirm that an approach to Knowledge Management and Learning has been clearly described during Project Preparation in the Project Description and that these activities have been budgeted and an anticipated timeline for delivery of relevant outputs has been provided.

Yes

Socio-economic Benefits

We confirm that the project design has considered socio-economic benefits to be delivered by the project and these have been clearly described in the Project Description and will be monitored and reported on during project implementation (at MTR and TER).

We confirmed that the project has considered socio-economic benefits to be delivered during the execution and these have been described in the Project Description and will be monitored and reported on during project implementation (at MTR and TE)

The specific socioeconomic benefits of the project at the national and local levels include:

- Improved resilience of local communities to environmental and economic shocks, due to greater diversification of livelihood opportunities related to the reuse, repurpose/ recycle or safe disposal of SBMPL, derived from shipping and fisheries sectors. (Component 3)
- Improved capacity (awareness, knowledge and skills) of local communities to co-manage SBMPL, including conceptualization/innovation of small business ideas to reuse, repurpose/ recycle or safely dispose of SBMPL, derived from shipping and fisheries sectors. (Component 3)
- Empowerment of women entrepreneurs and women-led enterprises to reuse, repurpose/ recycle or safely dispose of SBMPL, derived from shipping and fisheries sectors. (Component 3)
- Improved employment and income earning opportunities, at national and local levels from the identification of potential markets for reusing, repurposing/ recycling of SBMPL, derived from shipping and fisheries sectors. (Component 3)
- Mobilization of new finance sources supported to assist with reduction and recycling of SBMPL. (Components 2 and 3)

- Improved human health resulting from the reduction of SBMPL in marine ecosystems that are important as human food sources (Components 1, 2, 3)
- Reduced operational costs of small-scale fishers resulting from the frequent replacement of fishing gears due to adoption of practices to reduce and prevent ALDFG. (Component 1)
- Enhanced social and economic impact of future projects and initiatives through the documentation and dissemination of lessons learned and best practices that can be used for replication and up-scaling in other communities, countries and regions (Component 4).

ANNEX A: FINANCING TABLES

GEF Financing Table

Trust Fund Resources Requested by Agency(ies), Country(ies), Focal Area and the Programming of Funds

GEF Agency	Trust Fund	Country/ Regional/ Global	Focal Area	Programming of Funds	Grant / Non-Grant	GEF Project Grant(\$)	Agency Fee(\$)	Total GEF Financing (\$)
FAO	GET	Global	International Waters	International Waters: IW-1	Grant	7,105,936.00	675,064.00	7,781,000.00
Total GEF Resources (\$)						7,105,936.00	675,064.00	7,781,000.00

Project Preparation Grant (PPG)

Was a Project Preparation Grant requested?

true

PPG Amount (\$)

200000

PPG Agency Fee (\$)

19000

GEF Agency	Trust Fund	Country/ Regional/ Global	Focal Area	Programming of Funds	PPG(\$)	Agency Fee(\$)	Total PPG Funding(\$)
FAO	GET	Global	International Waters	International Waters: IW-1	200,000.00	19,000.00	219,000.00
Total PPG Amount (\$)					200,000.00	19,000.00	219,000.00

Please provide Justification

Sources of Funds for Country Star Allocation

GEF Agency	Trust Fund	Country/ Regional/ Global	Focal Area	Sources of Funds	Total(\$)
Total GEF Resources					0.00

Focal Area Elements

Programming Directions	Trust Fund	GEF Project Financing(\$)	Co-financing(\$)
IW-1-2	GET	3,552,968.00	33503863
IW-1-1	GET	3,552,968.00	33503964
Total Project Cost		7,105,936.00	67,007,827.00

Confirmed Co-financing for the project, by name and type

Please include evidence for each co-financing source for this project in the tab of the portal

Sources of Co-financing	Name of Co-financier	Type of Co-financing	Investment Mobilized	Amount(\$)
Civil Society Organization	The Baltic and International Maritime Council (BIMCO)	In-kind	Recurrent expenditures	725000
Civil Society Organization	Osean Conservancy/Global Green Growth Institute (GGGI)	In-kind	Recurrent expenditures	100000
GEF Agency	UNEP	In-kind	Recurrent expenditures	600000
Civil Society Organization	World Maritime University (WMU)	In-kind	Recurrent expenditures	205000
Civil Society Organization	Our Sea of East Asia Network (OSEAN)	Grant	Investment mobilized	373000
Civil Society Organization	Our Sea of East Asia Network (OSEAN)	Public Investment	Investment mobilized	1305900
Civil Society Organization	Our Sea of East Asia Network (OSEAN)	In-kind	Recurrent expenditures	559500
Civil Society Organization	International Seafood Sustainability Foundation (ISSF)	In-kind	Recurrent expenditures	746800

Civil Society Organization	Gulf and Caribbean Fisheries Institute (GCFI)	In-kind	Recurrent expenditures	22000
Civil Society Organization	American Alliance for Sustainable Fishing and Food Security (ALPESCAS)	In-kind	Recurrent expenditures	230000
Civil Society Organization	American Alliance for Sustainable Fishing and Food Security (ALPESCAS)	Grant	Investment mobilized	800000
Others	Secretariat of the Pacific Regional Environment Programme (SPREP)	In-kind	Recurrent expenditures	795000
Civil Society Organization	Sustainable Seas Trust	In-kind	Recurrent expenditures	96184
Civil Society Organization	Women's International Shipping & Trading Association (WISTA)	In-kind	Recurrent expenditures	80000
Private Sector	International Seafood Sustainability Association (ISSA) (Trade Association)	In-kind	Recurrent expenditures	27290000
Beneficiaries	Costa Rica-Ministry of Health	In-kind	Recurrent expenditures	150000
Others	Costa Rica-ACEPESA	In-kind	Recurrent expenditures	576000
Others	Costa Rica-INCOP	In-kind	Recurrent expenditures	1248000
Beneficiaries	Costa Rica-National Coast Guard	In-kind	Recurrent expenditures	2376000
Beneficiaries	Costa Rica-Ministry of Environment and Energy	In-kind	Recurrent expenditures	117111
Beneficiaries	Costa Rica-Fisheries and Aquaculture Institute of Costa Rica (INCOPESCA)	In-kind	Recurrent expenditures	1152000
Beneficiaries	Costa Rica-Directorate of Safety and Navigation of the Ministry of Transport (MOPT)	In-kind	Recurrent expenditures	188180
Beneficiaries	Vanuatu-Maritime Safety Agency (VMSA)	In-kind	Recurrent expenditures	219500
Beneficiaries	Vanuatu-Fisheries Department	In-kind	Recurrent expenditures	18000
Beneficiaries	Jamaica-Maritime Authority	In-kind	Recurrent expenditures	2632400

Beneficiaries	Kenya-Maritime Authority	In-kind	Recurrent expenditures	155500
Beneficiaries	Kenya-Marine and Fisheries research institute (KMFRI)	In-kind	Recurrent expenditures	200000
Beneficiaries	Kenya-National Environment Management Authority (NEMA)	In-kind	Recurrent expenditures	237702
Beneficiaries	Kenya-Fisheries Service	In-kind	Recurrent expenditures	224050
Others	International Maritime Organization (IMO)	In-kind	Recurrent expenditures	5770000
GEF Agency	Food and Agriculture Organization of the UN (FAO)	In-kind	Recurrent expenditures	5300000
Others	International Maritime Organization (IMO)	Grant	Investment mobilized	5280000
Others	Secretariat of the Pacific Regional Environment Programme (SPREP)	Grant	Investment mobilized	7235000
Total Co-financing				67,007,827.00

Please describe the investment mobilized portion of the co-financing

Our Sea of East Asia Network (OSEAN) Grant-Investment mobilized (373,000) for:

TEN2ONE campaign on SBMPL: This campaign is to reduce the number of 10 most common and harmful marine debris to 1/10 in Korean coastlines. Out of 10 items selected, 5 of them are SBMPL. Styrofoam buoys, fishing ropes, plastic band, recreational fishing items, eel trap. Tailored response to each item is developed and operated (i.e. Responsible Anglers Program).

Our Sea of East Asia Network (OSEAN) Public Investment-Investment (1,305,900) mobilized for:

Monitoring Data Collection for Yearly Beach Litter Monitoring

Monitoring Data Collection for SBMPL source and amount Analysis

Capacity building and SBC for fishermen communities

American Alliance for Sustainable Fishing and Food Security (ALPESCAS) Grant-Investment mobilized (800,000), for:

Redes de América Program: Contribution to environmental and sustainable projects for fishing communities through the partial valorization of discarded fishing nets collected by recyclers.

IMO 5,280,000 for Projects implemented by IMO addressing marine plastic litter: GloLitter Partnerships project, Regional Litter Project, Plastic Litter Study and funded by other funds than GEF.

Secretariat of the Pacific Regional Environment Programme (SPREP): 7,235,000 for the Pacific Ocean Litter Project executed by SPREP and funded by other funds than GEF.

ANNEX B: ENDORSEMENTS

GEF Agency(ies) Certification

GEF Agency Type	Date	Project Contact Person	Phone	Email
GEF Agency Coordinator	6/24/2024	Jeffrey Griffin		jeffrey.griffin@fao.org
Project Coordinator	6/24/2024	Lorenzo Paolo Galbiati	00393333981370	lorenzo.galbiati@fao.org

Record of Endorsement of GEF Operational Focal Point (s) on Behalf of the Government(s):

Please attach the Operational Focal Point endorsement letter(s) with this template.

Name of GEF OFP	Position	Ministry	Date (MM/DD/YYYY)
Enid Chaverri Tapia	Director of International Cooperation-GEF OFP Costa Rica	Ministry of Environment and Energy	9/16/2023
Gillian Guthrie	Senior Director-GEF OFP Jamaica	Ministry of Water, Land, Environment and Climate Change	11/24/2023
Ephantus Kimotho	Principal Secretary-GEF OFP Kenya	State Department for Forestry	4/11/2023
Eslini Garaebiti	Director-GEF OFP Vanuatu	Department of Environmental Protection and Conservation	4/5/2023

ANNEX C: PROJECT RESULTS FRAMEWORK

Please indicate the page number in the Project Document where the project results and M&E frameworks can be found. Please also paste below the Project Results Framework from the Agency document.

Results chain (Project Components, outcomes, outputs)	Indicators	Baseline	Mid-term target	Final target	Means of verification	Assumptions	Responsible for data collection
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Project Objective: To reduce sea-based marine plastic litter from the global shipping and fisheries sectors, particularly in target LMEs, leading to the reduction of direct and indirect impacts from plastics in the marine environment.

CI 5: Area of marine habitat under improved practices (hectare): 4,875,100

CI 7: Shared water ecosystems under new or improved cooperative management (count): 3

CI 8: Globally over-exploited marine fisheries moved to more sustainable levels (metric ton): 24,550

CI 9: Chemicals of global concern and their waste reduced (metric ton of toxic chemicals reduced): 6,000

CI 11: People benefiting from GEF-financed investments disaggregated by sex (count): 1,600 males/1,120 females (2720 total)

Indicator OB1:	Proxy indicator: Number of countries engaged in regional and/or global mechanisms to enhance policy coherence for reducing SBMPL from shipping and fisheries in the respective LMEs (adapted SDG 17.14.1)	0	4	6	RTF/NFP Reports	MPL remains a global priority, which is translated into political commitment at all levels	NFP, project M&E specialist
Indicator OB2:	Number of countries where policies/initiatives supported by the project were adopted or are in process of being adopted/negotiated	0	0	2	NFP Reports	SBMPL remains a national priority, which is translated into national policies and initiatives	NFP, project M&E specialist
Indicator OB3:	Proxy indicator: Extent of use of country-owned national action	N/A	60%	80%	Survey of key national stakeholders	Project's objectives, outcomes and deliverables are aligned with and contributes to	NFP, project M&E specialist

	plans on SBMPL by the Project (adapted SDG 17.15.1)					regions and countries' key development priorities	
Component 1: Strengthening legal, policy and institutional frameworks to reduce SBMPL, at national, regional and global levels							
Outcome 1.1: Improved legal and policy frameworks to reduce and manage SBMPL in selected countries	Indicator 1: Number of beneficiary countries where draft and/or updated legal and policy framework instruments delivered under output 1.1.2 were forwarded to the respective authorities for consideration	0	1	4	NFP Report	<p>Policymakers, high-level decision-makers and other stakeholders are aware of and comply with their expected roles and responsibilities during the project's implementation and are committed to uptaking the project's deliverables and enhancing them further to increase and sustain impacts.</p> <p>Stakeholders within and outside IMO/FAO are interested in and committed to the project's outcomes and deliverables, and NTF's members have authority to influence policymaking.</p>	NFP, project M&E specialist
Output 1.1.1: National Action Plans (NAPs) to address SBMPL in selected countries updated, with identification of activities and priorities that would benefit from project support for implementation in alignment with project components, outcomes and outputs							

Output 1.1.2: National SBMPL legal and policy frameworks instruments drafted and/or updated in line with existing international instruments governing SBMPL (including MARPOL Annex V, LC/LP, FAO VGMFG) in selected countries

Outcome 1.2: Strengthened national and regional institutional frameworks and capacity for SBMPL management[50][1] ³	Indicator 2 [national level]: Progress on multistakeholder coordination to support implementation of the SBMPL reforms and/or initiatives <i>Perception score on the relevance, effectiveness, efficiency and sustainability of multistakeholder coordination promoted through NTFs to support policy reforms and/or initiatives on SBMPL</i> <i>[Note: Adaptation of the SDG 17.16.1; could be reported by country and/or average]</i>	TBD	60%	80%	Survey with NTF's members	NTF members actively participate in the SBMPL matters and are committed to coordination between different agencies	NFP, project M&E specialist

Output 1.2.1: National cross-sectoral coordination mechanisms for addressing SBMPL management established and operational

Output 1.2.2: Regional coordination mechanisms to address SBMPL management established or facilitated

Component 2: Improving systems, facilities, tools and information to effectively manage SBMPL

Outcome 2.1: Environmentally sound management of SBMPL adopted at target ports	Indicator 3: Proportion of PWMPs ready for adoption <i>Number of PWMPs approved by the relevant authorities in the previous year / number of PWMP developed</i>	0	20%	80%	NFP reports	Country authorities collaborate and provide required information to conduct the assessment of the ports on the national level.	NFP, project M&E specialist
	Indicator 4: Proportion of external resource partners (IFI, and other) with interest in investing in PRF systems to sustainably manage SBMPL <i>Number of external resources partners that either accepted or requested further details upon receipt of technical-economic study/ number of resource partners that have received technical-economic studies</i>	0	0	60%	NFP reports, communication with the resource partner	Resource partners are interested in investing in the project beneficiary countries' PRFs	NFP, project M&E specialist

Output 2.1.1: Port Reception Facility (PRF) gap analysis conducted

Output 2.1.2: Port Waste Management Plans (PWMP) developed in coordination with relevant competent authority to facilitate implementation

Output 2.1.3: Technical-economic studies of the potential for investment to upgrade and/or establish PRF systems to sustainably manage SBMPL in selected countries

Outcome 2.2: Improved information, tools and systems for planning and management of SBMPL in shipping and fisheries sectors	Indicator 5: National authorities' knowledge on adequacy of national PRFs <i>Total score of self-reported knowledge by national authorities after activities / number of national authorities attending activities - total score of self-reported knowledge by national authorities before activities / number of national authorities consulted</i>	TBD	60%	80%	Surveys of the NTF members	There is an interest from the shipping and fisheries industry to advance their knowledge and contribute to SBMPL initiatives	NFP, project M&E Specialist
	Indicator 6: Pilot methodology to estimate the source and volumes of SBMPL [note: SDG 14.1.1(b) is still Tier II] 0 = no; 1 = yes	0	0	1	Surveys of the authorities engaged in the pilot project to estimate sources and volumes of SBMPL estimate	Country authorities committed to provide required information.	NTF, project M&E Specialist

Output 2.2.1: Monitoring and assessment systems of sources and volumes of SBMPL that feed into management decision-making established in selected countries

Output 2.2.2: Technologies and tools to support prevention and reduction of SBMPL identified and operational in target countries

Component 3: Developing and promoting practical opportunities and incentives for environmentally sound management of SBMPL

<p>Outcome 3.1: Innovative gender-responsive incentives and opportunities for environmentally sound management of SBMPL developed and/or promoted</p>	<p>Indicator 7. Proportion of women with capacities, skills and/or opportunities to take an active role in addressing SBMPL issues on national (policy making, entrepreneurship, sustainable management of marine resources, and other)</p> <p><i>Perception score on capacities, skills and/or opportunities [total score per criteria/responses received]</i></p>	TBD	30%	80%	Project activities to monitor and track women's perceptions/satisfaction (standard pre-/post-activity survey)	Women are interested in taking an active role in SBMPL issues in the beneficiary countries. required information	NTF, project M&E Specialist
	<p>Indicator 8: National authorities' knowledge on advantages of mainstreaming gender and/or promoting equality in</p>	TBD	50%	80%	Annual surveys of the NTF members	National authorities are open to capacity building activities on gender empowerment matters	NFP, Project M&E Specialist

	shipping and fishery sectors					FAO actively collaborate with IMO on fisheries as the UN specialized agency with comparative advantage in the subject. IMO can also leverage on FAO's operational strengths to deliver activities at regional and country levels.	
	<i>Total score of self-reported knowledge by national authorities after activities / number of national authorities attending activities - total score of self-reported knowledge by national authorities before activities / number of national authorities consulted</i>						
Output 3.1.1: Incentives to support investment in addressing SBMPL identified and options communicated to stakeholders							
Output 3.1.2: Gender-responsive SBMPL business ventures identified and developed in selected countries							
Outcome 3.2: Improved engagement of business sector in addressing SBMPL at global level	Indicator 9. Total annual contributions in USD from shipping and fishing industry GIA members	0	\$80,000	\$140,000	Funding transferred to IMO GIA fund.	There is an interest from the shipping and fisheries industry to contribute financially to the SBMPL initiatives under the GIA. Project Manager is involved in the project design, and is equipped with resources, capacities and autonomy to manage project implementation (including flexibility to	Project implementation team at IMO

						perform adaptive management/course correction).	
Output 3.2.1: Projects to address SBMPL identified and under implementation under the Global Industry Alliance (GIA) on SBMPL							
Component 4: Increasing knowledge and awareness of SBMPL and potential solutions to reduce and eliminate SBMPL among key stakeholders							
Outcome 4.1: Increased knowledge of measures, options and incentives to effectively manage, reduce or eliminate SBMPL increased among key stakeholder groups (fishing and shipping industry)	Indicator 10: National authorities' knowledge on Marpol Annex V and FAO VGMFG <i>Total score of self-reported knowledge after activities / number of NTF members - total score of self-reported knowledge before activities / number of NTF members</i> <i>(Desegregated by gender)</i>	TBD	60%	80%	Survey with NTF's members	National authorities are open to capacity building activities	NFP, Project M&E Specialist
Output 4.1.1: Project results, experiences, lessons learned and recommendations for successful implementation of effective SBMPL management measures documented, disseminated, and promoted							
Outcome 4.2: Effective project implementation based on adaptive	Indicator 11: % of mid-term review recommendations fed back into	N/A	N/A	70%	PCU /PSC meeting minutes	Flexibility and adaptability of the project implementation	Project M&E Specialist

management and lessons learned	project implementation					Focal points have time, resources, capacities, job stability and support from their managers to perform in the function, and their units/departments have strategies to preserve and enhance knowledge and institutional memory.	
Output 4.2.1: A gender-sensitive project M&E system designed and operational							
Output 4.2.2: Independent Mid-term Review and Terminal Evaluation undertaken with results fed back to project management							

[1] In the context of the PRO-SEAS project 'SBMPL management' includes reducing, reusing, recycling, repurposing as well as disposal of SBMPL

ANNEX D: STATUS OF UTILIZATION OF PROJECT PREPARATION GRANT (PPG)

Provide detailed funding amount of the PPG activities financing status in the table below:

Project Preparation Activities Implemented	GETF/LDCF/SCCF Amount (\$)		
	Budgeted Amount	Amount Spent To date	Amount Committed
Team of three (3) INTERNATIONAL consultants to develop full project documents, including Project budget, work plan (FAO) (GEF Design Expert, International Consultant on Fisheries and International Consultant on Shipping and Waste Management).	104,850.00	54,292.00	50,558.00
Team of four (4) NATIONAL consultants to liaise with government, Stakeholder consultations, identification of national activities, gather data and information, and GENDER Expert (IMO – UN to UN agreement with FAO).	95,000.00	90,000.00	5,000.00
Stationaries, transportation, communication and printing	150.00	150.00	
Total	200,000.00	144,442.00	55,558.00

ANNEX E: PROJECT MAP AND COORDINATES

Please provide geo-referenced information and map where the project interventions will take place

Location Name	Latitude	Longitude	GeoName ID
Cuajiniquil, Costa Rica	10.94229	-85.68105	

Location Description:

Activity Description:

Location Name	Latitude	Longitude	GeoName ID
Caldera, Costa Rica	9.93494	-84.72356	

Location Description:

Activity Description:

Location Name	Latitude	Longitude	GeoName ID
Golfito, Costa Rica	8.60327	-83.11342	

Location Description:

Activity Description:

Location Name	Latitude	Longitude	GeoName ID
Limon, Costa Rica	9.99074	-83.03596	

Location Description:

Activity Description:

Location Name	Latitude	Longitude	GeoName ID
Jamaica	18.1096	-77.2975	

Location Description:

Activity Description:

Location Name	Latitude	Longitude	GeoName ID
Mombasa, Kenya	-4.04577	39.67107	

Location Description:

Activity Description:

Location Name	Latitude	Longitude	GeoName ID
Kilifi, Kenya	-3.51224	39.90934	

Location Description:

Activity Description:

Location Name	Latitude	Longitude	GeoName ID
Kwale, Kenya	-4.17998	39.45628	

Location Description:

Activity Description:

Location Name	Latitude	Longitude	GeoName ID
Tana River, Kenya	-1.03377	39.75494	

Location Description:

Activity Description:

Location Name	Latitude	Longitude	GeoName ID
Lamu, Kenya	-2.24124	40.86892	

Location Description:

Activity Description:

Location Name	Latitude	Longitude	GeoName ID
Port Vila, Vanuatu	-17.741497	168.315016	

Location Description:

Activity Description:

Location Name	Latitude	Longitude	GeoName ID
Luganville, Vanuatu	-15.512111	167.178	

Location Description:

Activity Description:

Please provide any further geo-referenced information and map where project interventions are taking place as appropriate.

Please note that a detailed description of the activities that will be executed in each of the sites identified above, is provided in ANNEX E: DETAILED DESCRIPTION OF PROJECT COMPONENTS of the FAO Agency project document uploaded in the roadmap of the submission.



ANNEX F: ENVIRONMENTAL AND SOCIAL SAFEGUARDS SCREEN AND RATING

Attach agency safeguard datasheet/assessment report(s), including ratings of risk types and overall project/program risk classification as well as any management plans or measures to address identified risks and impacts (as applicable).

Title

FAO ES Risk Identification – Screening Checklist- PRO SEAS

ANNEX G: BUDGET TABLE

Please upload the budget table here.

FAO Cost Categories	Component 1			Component 2			Component 3			Component 4			Activities IMO & FAO	PMC	Total GEF Funding
	1.1	1.2	Total	2.1	2.2	Total	3.1	3.2	Total	4.1	4.2 (M&E)	Total			
5011 Salaries professionals															
Chief Technical Advisor (CTAPM)	-		140,915			112,732			84,549	28,954		28,954	367,149	196,510	563,659
Technical Advisor (TA)			39,613			39,613			39,613	39,613		39,613	158,453		158,453
Gender & Knowledge Management Advisor			38,927			38,927			38,927	38,927		38,927	156,708		156,708
5011 Sub-total salaries professionals	-	-	219,455	-	-	191,272	-	-	163,089	107,494	-	107,494	681,311	196,510	877,820
5012 GS Salaries															
Finance & Admin Specialist													-	141,869	141,869
5012 Sub-total GS salaries	-	-	-	-	-	-	-	-	-	-	-	-	-	141,869	141,869
5013 Consultants															
Vanuatu Consultant			54,000			54,000			54,000				162,000		162,000
Fisheries Consultant						302,400							302,400		302,400
1.1.1 NAP Consultants (Costa Rica, Jamaica, Kenya and Vanuatu)	11,340		11,340			-			-			-	11,340		11,340
1.1.2 National Legal Consultants (Costa Rica, Jamaica, Kenya and Vanuatu)	73,440		73,440			-			-			-	73,440		73,440
1.2.1 - National Coordination Mechanisms (Jamaica) Consultant		113,400	113,400			-			-			-	113,400		113,400
1.2.1 - Kenya National Coordination Mechanisms - Consultant		32,400	32,400			-			-			-	32,400		32,400
1.2.2 - Regional Coordination Mechanisms (Kenya and Vanuatu)		54,000	54,000			-			-			-	54,000		54,000
2.1.1 - MPL Management - PRFs (All Countries) Consultants			-	49,140		49,140			-			-	49,140		49,140
2.1.2 - Port Waste Management Plans (All Countries) Consultants			-	30,780		30,780			-			-	30,780		30,780
2.1.3 - Techno-Eco. Feasibility (Costa Rica, Kenya, Vanuatu) Consultants			-	15,660		15,660			-			-	15,660		15,660
2.2.1 - Monitoring & assessment systems (All Countries) Consultants			-		89,424	89,424			-			-	89,424		89,424
2.2.2 - Technologies (All Countries) Consultants			-		106,326	106,326			-			-	106,326		106,326
3.1.1 - Incentive Consultants (Costa Rica, Jamaica, Kenya and Vanuatu)			-			-	53,460		53,460			-	53,460		53,460
3.1.2 - Gender Activity (Costa Rica, Jamaica, Kenya, Vanuatu)			-			-		33,480	33,480			-	33,480		33,480
5013 Sub-total consultants	84,780	199,800	338,580	95,580	195,750	647,730	53,460	33,480	140,940	-	-	-	1,127,250	-	1,127,250
5021 Travel															
1.2.1 - National Coordination Mechanisms (Jamaica) Travel		56,700	56,700			-			-			-	56,700		56,700
1.2.2 - Regional Coordination Mechanisms (Costa Rica) - Travel		4,320	4,320			-			-			-	4,320		4,320
2.1.1 - MPL Management - PRFs (All Countries) Travel			-	98,280		98,280			-			-	98,280		98,280
2.1.2 - Port Waste Management Plans (All Countries) Travel			-	61,560		61,560			-			-	61,560		61,560
2.1.3 - Techno-Eco. Feasibility (Costa Rica, Kenya, Vanuatu) Travel			-	31,320		31,320			-			-	31,320		31,320
2.2.1 - Monitoring & assessment systems (All Countries) Travel			-		89,424	89,424			-			-	89,424		89,424
2.2.2 - Technologies (All Countries) Travel			-		106,326	106,326			-			-	106,326		106,326
3.1.1 - Incentive Consultants (All Countries) Travel			-			-	26,730		26,730			-	26,730		26,730
3.1.2 - Gender Activity (All Countries) Travel			-			-	66,960		66,960			-	66,960		66,960
4.1 Opening and Closing Workshops - Travel			-			-			-	56,160		56,160	56,160		56,160
4.1 Regional Fisheries Workshops x 2 - Travel			-			-			-	64,800		64,800	64,800		64,800
4.2 Project Steering Committee - Travel			-			-			-		58,472	58,472	58,472		58,472
5021 Sub-total travel	-	61,020	61,020	191,160	195,750	386,910	93,690	-	93,690	120,960	58,472	179,432	721,052	-	721,052
5023 Training															
1.2.1 - National Coordination Mechanisms (Jamaica) Training		189,000	189,000			-			-			-	189,000		189,000
1.2.2 - Regional Coordination Mechanisms (Costa Rica) - Training		16,200	16,200			-			-			-	16,200		16,200
2.1.1 - MPL Management - PRFs (All Countries) Training			-	319,410		319,410			-			-	319,410		319,410
2.1.2 - Port Waste Management Plans (All Countries) Training			-	200,070		200,070			-			-	200,070		200,070
2.1.3 - Techno-Eco. Feasibility (Costa Rica, Kenya, Vanuatu) Training			-	101,790		101,790			-			-	101,790		101,790
2.2.1 - Monitoring & assessment systems (All Countries) Training			-		670,680	670,680			-			-	670,680		670,680
2.2.2 - Technologies (All Countries) Training			-		372,141	372,141			-			-	372,141		372,141
3.1.1 - Incentive Consultants (All Countries) Training			-			-	89,100		89,100			-	89,100		89,100
3.1.2 - Gender Activity (All Countries) Training			-			-	217,620		217,620			-	217,620		217,620
4.1 Opening and Closing Workshops - Training			-			-			-	210,600		210,600	210,600		210,600
4.1.2 x Regional Fisheries Workshops x 2 - Training			-			-			-	243,000		243,000	243,000		243,000
4.2 Project Steering Committee - Training			-			-			-		146,179	146,179	146,179		146,179
5023 Sub-total training	-	205,200	205,200	621,270	1,042,821	1,664,091	306,720	-	306,720	453,600	146,179	599,779	2,775,790	-	2,775,790
5024 Expendable procurement															
1.2.1 - National Coordination Mechanisms (Jamaica) Knowledge Management and Communication (Sundries)		18,900	18,900			-			-			-	18,900		18,900
1.2.2 - Regional Coordination Mechanisms (Costa Rica) - Knowledge Management and Communication (Sundries)		1,080	1,080			-			-			-	1,080		1,080
2.1.1 - MPL Management - PRFs (All Countries) - Knowledge Management and Communication (Sundries)			-	24,570		24,570			-			-	24,570		24,570
2.1.2 - Port Waste Management Plans (All Countries) - Knowledge Management and Communication (Sundries)			-	15,390		15,390			-			-	15,390		15,390
2.1.3 - Techno-Eco. Feasibility (Costa Rica, Kenya, Vanuatu) - Knowledge Management and Communication (Sundries)			-	7,830		7,830			-			-	7,830		7,830
2.2.1 - Monitoring & assessment systems (All Countries) - Knowledge Management and Communication (Sundries)			-		44,712	44,712			-			-	44,712		44,712
2.2.2 - Technologies (All Countries) - Knowledge Management and Communication (Sundries)			-		53,163	53,163			-			-	53,163		53,163
3.1.1 - Incentive Consultants (All Countries) - Knowledge Management and Communication (Sundries)			-			-	8,910		8,910			-	8,910		8,910
3.1.2 - Gender Activity (All Countries) - Knowledge Management and Communication (Sundries)			-			-	16,740		16,740			-	16,740		16,740
4.1 Opening and Closing Workshops - Knowledge Management and Communication (Sundries)			-			-			-	14,040		14,040	14,040		14,040
4.1 Regional Fisheries Workshops x 2 - Knowledge Management and Communication (Sundries)			-			-			-	16,200		16,200	16,200		16,200
4.2 Project Steering Committee - Knowledge Management and Communication (Sundries)			-			-			-		18,272	18,272	18,272		18,272
5024 Sub-total expendable procurement	-	19,980	19,980	47,790	97,875	145,665	25,650	-	25,650	30,240	18,272	48,512	239,807	-	239,807
5030 Contracts															
1.2.1 Course Development Instruments (Global)		216,000	216,000									-	216,000		216,000
1.2.1 - National Coordination Mechanisms (Vanuatu) (SPREP)		108,000	108,000									-	108,000		108,000
2.2.2 - Technologies (All Countries) Contracts			-		425,304	425,304			-			-	425,304		425,304
4.1 ISSF Funds (Global)			-			-			-	324,000		324,000	324,000		324,000
4.2 M&E - Mid Term Review			-			-			-	54,817		54,817	54,817		54,817
4.2 M&E - Terminal Evaluation			-			-			-	80,398		80,398	80,398		80,398
4.2 M&E - Terminal Report			-			-			-	7,309		7,309	7,309		7,309
5030 Sub-total Contracts	-	324,000	324,000	-	425,304	425,304	-	-	324,000	142,524	466,524	1,215,828	-	-	1,215,828
5100 Non-expendable procurement															
4.1 PMC Computers			-			-			-	3,260		3,260	3,260		3,260
5100 Sub-total non-expendable procurement	-	-	-	-	-	-	-	-	-	3,260	-	3,260	3,260	-	3,260
5028 GOE budget															
Project office, utilities, supplies, banks fees (IMO)			-			-			-	3,260		3,260	3,260		3,260
5300 Sub-total GOE budget	-	-	-	-	-	-	-	-	-	3,260	-	3,260	3,260	-	3,260
TOTAL	84,780	810,000	1,168,235	955,800	1,957,500	3,460,912	479,520	33,480	730,089	1,042,814	365,447	1,408,261	6,767,558	338,378	7,105,936

FAO	IMO	Total GEF Funding	Year 1	Year 2	Year 3	Year 4	Total
	563,659	563,659	84,549	90,185	180,371	208,554	563,659
	158,453	158,453	-	-	76,058	82,396	158,453
	155,708	155,708	-	-	74,740	80,968	155,708
	877,820	877,820	84,549	90,185	331,168	371,918	877,820
	141,869	141,869	-	-	70,934	70,934	141,869
	141,869	141,869	-	-	70,934	70,934	141,869
	162,000	162,000	40,500	40,500	40,500	40,500	162,000
	302,400	302,400	75,600	75,600	75,600	75,600	302,400
	11,340	11,340	11,340				11,340
	73,440	73,440	36,720	36,720			73,440
	113,400	113,400		56,700	56,700		113,400
	32,400	32,400			32,400		32,400
	54,000	54,000		21,600	32,400		54,000
	49,140	49,140		24,570	24,570		49,140
	30,780	30,780		7,695	23,085		30,780
	15,660	15,660		3,132	12,528		15,660
	89,424	89,424		44,712	44,712		89,424
	106,326	106,326	53,163	53,163			106,326
	53,460	53,460	26,730	26,730			53,460
	33,480	33,480		25,110	8,370		33,480
	1,127,250	1,127,250	244,053	416,232	350,865	116,100	1,127,250
	56,700	56,700		28,350	28,350		56,700
	4,320	4,320		4,320			4,320
	98,280	98,280		49,140	49,140		98,280
	61,560	61,560		30,780	30,780		61,560
	31,320	31,320		6,264	25,056		31,320
	89,424	89,424		44,712	44,712		89,424
	106,326	106,326		53,163	53,163		106,326
	26,730	26,730		13,365	13,365		26,730
	66,960	66,960		50,220	16,740		66,960
	56,160	56,160	28,080			28,080	56,160
	64,800	64,800		25,920	32,400	6,480	64,800
	58,472	58,472	14,618	14,618	14,618	14,618	58,472
	721,052	721,052	42,698	320,852	308,324	49,178	721,052
	189,000	189,000		94,500	94,500		189,000
	16,200	16,200		16,200			16,200
	319,410	319,410		159,705	159,705		319,410
	200,070	200,070		100,035	100,035		200,070
	101,790	101,790		20,358	81,432		101,790
	670,680	670,680		335,340	335,340		670,680
	372,141	372,141		186,071	186,071		372,141
	89,100	89,100		44,550	44,550		89,100
	217,620	217,620		163,215	54,405		217,620
	210,600	210,600	105,300			105,300	210,600
	243,000	243,000		97,200	121,500	24,300	243,000
	146,179	146,179		36,545	36,545	36,545	146,179
	2,775,790	2,775,790	141,845	1,253,718	1,214,062	166,145	2,775,790
	18,900	18,900		9,450	9,450		18,900
	1,080	1,080		1,080			1,080
	24,570	24,570		12,285	12,285		24,570
	15,390	15,390		7,695	7,695		15,390
	7,830	7,830		1,566	6,264		7,830
	44,712	44,712		22,356	22,356		44,712
	53,163	53,163		26,582	26,582		53,163
	8,910	8,910		4,455	4,455		8,910
	16,740	16,740		12,555	4,185		16,740
	14,040	14,040	7,020			7,020	14,040
	16,200	16,200		6,480	8,100	1,620	16,200
	18,272	18,272	4,568	4,568	4,568	4,568	18,272
	239,807	239,807	11,588	109,072	105,940	13,208	239,807
	216,000	216,000	216,000				216,000
	108,000	108,000		54,000	54,000		108,000
	425,304	425,304	85,061	170,122	170,122		425,304
	324,000	324,000	324,000				324,000
54,817	-	54,817		54,817			54,817
80,398	-	80,398				80,398	80,398
7,309	-	7,309				7,309	7,309
142,524	1,073,304	1,215,828	625,061	278,939	224,122	87,707	1,215,828
	3,260	3,260	815	815	815	815	3,260
	3,260	3,260	815	815	815	815	3,260
	3,260	3,260	815	815	815	815	3,260
	3,260	3,260	815	815	815	815	3,260
142,524	6,963,412	7,105,936	1,151,423	2,470,628	2,607,065	876,820	7,105,936

SUBTOTAL Comp 1	1,168,235
SUBTOTAL Comp 2	3,460,972
SUBTOTAL Comp 3	730,089
SUBTOTAL Comp 4	1,408,261
M&E Budget (Comp	385,447
Subtotal	6,767,558
Project Management Cost (PMC)	338,378

TOTAL GEF 7,105,936

Please explain any aspects of the budget as needed here

Please note that the TOR for the staff to be used by the project is provided in ANNEX L: TERMS OF REFERENCE FOR THE PROJECT STEERING COMMITTEE AND PROJECT COORDINATION UNIT STAFF of the FAO Agency project document uploaded in the roadmap of the submission. The file has also been uploaded as a standalone file in PDF format for easy reference.

ANNEX I: RESPONSES TO PROJECT REVIEWS

From GEF Secretariat and GEF Agencies, and Responses to Comments from Council at work program inclusion and the Convention Secretariat and STAP at PIF.

Response to STAP Comments		
STAP or GEF Council review section	STAP review comment on PIF	Response to STAP comment in Project Document
STAP Review (4 June 2023)	Because of the already clearly structured and well-substantiated rationale and design, STAP comments focus on potential enhancements and opportunities for clarification during the next phase of design	The project design team would like to thank the STAP reviewers for their helpful feedback. Their suggestions have been addressed in the Project Document set out below.
Section 2 - Project rationale, and project description – are they sound? Future scenarios	This proposed project builds on (and incorporates lessons from) related projects such as GloLitter and underscores the underlying drivers behind marine based-plastic pollution; however, it would benefit from considering different potential future scenarios and their impacts on design choices.	Future scenarios were considered during the PIF stage and reviewed again during the PPG stage. Shipping activity is predicted to increase under a future scenario (subject to world economic conditions) and the project has been designed to address this through (among other things) ensuring that international instruments for the management of Sea Based Marine Plastic Litter (SBMPL) are fully integrated into national policy, regulatory and governance frameworks (under Component 1), with, for instance, an updating of the National Action Plans for SBMPL, as well as strengthening best practices for addressing SBMPL applied in the target countries (Component 2 especially).
Positive drivers	Drivers notably include factors pushing in a ‘positive’ direction, which is unusual (and welcome) in its identification of emerging opportunities. How do these compare with the primary negative driver of increasing global shipping, which shows no signs of slowing (post-COVID)?	The primary negative driver of increasing global shipping is likely to continue especially as world trade continues to recover following COVID. However, the drivers that are pushing in a ‘positive’ direction are also increasing. For instance, there is increasing awareness among public and private sectors of the damage caused by marine plastic litter to the marine environment and national and global blue economies (particularly SIDS), the opportunities offered by the blue economy through addressing the issue.

		Indeed, the project is supporting several such drivers, including strengthening international policies and regulations governing marine pollution and sustainable fisheries management (under Component 1) and identifying, supporting and promoting business opportunities and other incentives to reduce SBMPL at target ports (under Component 3).
<p>Component 1 focus on legal and policy frameworks</p> <p>Address policy coherence within strategy of support to improvement of legal and policy frameworks (component 1)</p>	<p>Component 1 focuses on improved legal and policy frameworks to reduce and manage SBMPL in selected countries. Will this include an assessment of policy coherence to identify (and target) potentially conflicting policy objectives within each target country (beyond whether or not there is domestic implementing legislation related to MARPOL)?</p>	<p>Yes, A review and updating of the current National Action Plans (NAPs) for addressing SBMPL (under Output 1.1.1) will include assessment of policy coherence to identify (and target) potentially conflicting policy objectives within each target country beyond the extent to which national legislation incorporates MARPOL. Also, there are specific activities under Output 1.1.2 that will address policy conflicts such as drafting and establishing the Port Environmental Policy according to the Institutional Environmental Policy of the MOPT in Kenya.</p>
<p>Component 2 – investment mobilization (for PRFs) and private sector involvement</p> <p>Expand upon strategies for investment mobilization (component 2).</p>	<p>Component 2 includes a potentially innovative activity that uses data (in a GIS?) to evaluate whether the locations of existing port reception facilities are optimal and whether the volume of waste delivered by a ship is consistent with the number of days at sea to identify potential illegal discharge at sea. Other activities related to investment mobilization are somewhat vague and less credible given the lack of details on how bankable projects will be developed and what will be the incentive for IFIs and private sector engagement.</p>	<p>The potential for investment mobilization for PRFs (under Output 2.1.3) was examined in some detail during the PPG phase. It was clear from further baseline data collection that the situation varies between countries and also between ports and further, more detailed studies need to be undertaken at the beginning of project implementation to be undertaken to produce tailored financing strategies and plans for target PRFs. As a result, the title of Output 2.1.3 was changed to ‘Technical-economic studies of the potential for investment to upgrade and/or establish PRF systems to sustainably manage SBMPL in selected countries’. These studies will be the basis on which a portfolio of bankable studies will be developed. The private sector will be significantly engaged in Component 2 activities as most Port Reception Facilities and the waste management service providers that serve them are operated by the private sector. Incentives for the private sector from project activities under Component 2 include more efficient and effective PRFs through updated or new PRF Management Plans (Output 2.1.2), and increased business/financial opportunities through the technical-economic studies with bankable projects (Output 2.1.3). The private sector is engaged with the project as set out in the project’s Stakeholder Engagement Plan (Annex J).</p>
Component 3	<p>The focus on behavioral change in Component 3 is interesting and could result in potentially interesting lessons that could be shared with the GEF Partnership and more broadly regarding incentives</p>	<p>The project has been designed with activities to promote project results including linkage with IW:LEARN which will be a major route for sharing lessons learned with the GEF partnership (under Component 4). The project also has linkage with several existing</p>

	supporting gender- responsive, circular economy-type approaches	relevant GEF-funded projects (Table 2) and will have a Knowledge Management and Communications Strategy and Plan (also under Component 4).
<p>Component 4</p> <p>Elaborate approach to harvesting lessons and enabling exchange regarding: behavioral change and incentives for adoption of circular economy approaches (component 3), and scaling of successful approaches across regions including in challenging political and economic contexts (component 4).</p>	<p>Component 4 focuses on sharing lessons through IW:Learn which is important; however, there are aspects of this proposed project that could be useful for a broader range of GEF-funded activities including those related to plastics, circular economy, PES, and biodiversity. For example, there are specific outputs from this project that are potentially interesting to a wider audience and should be shared, e.g. information on the volume and type of SBMPL in relation to biodiversity hotspots. More information could be included about how – if effective – these approaches could be scaled, particularly in countries where there is lower overall receptivity to tackling the issue of sea-based sources of marine pollution.</p>	<p>The project will address the scaling up of results under Component 4 through the development of a specific roadmap for scaling up project results and successful solutions for reducing and managing SBMPL in shipping and fisheries sectors nationally, regionally (LME), globally which will build on and integrate with the project's Knowledge Management and Communications Strategy and Plan (Component 4). Whilst this will be particularly though engagement with the IW:LEARN platform, project results and lessons learned will be communicated through a variety of other platforms hosted by FAO and IMO and their partners such as IMO's Maritime Knowledge Centre, the GPML Digital Platform on Marine Litter and Plastic Pollution and the Global Platform Project for the Circular Solutions to Plastic Pollution Integrated Program.</p>
Response to comments from GEF Council		
Comments from GEF Council member	Comment	Response
<p>Comment by Annette Windmeisser, GEF Council Member, Head of Climate Finance Division, German Federal Ministry for Economic Cooperation and Development, GERMANY, Council, made on 7/11/2023</p>	<p>Germany requests that the following requirements are taken into account during the design of the final project proposal:</p> <ol style="list-style-type: none"> 1. The global component requires further development and should contribute to the ongoing negotiations for a global plastics treaty and the alignment with existing frameworks such as MARPOL. 2. The ambition level of outcome 1.2 indicator 2 should be raised to target and ensure regional SBMPL action plan implementation. To achieve this, the indicator could be changed to: "At least one regional action plan on SBMPL developed and at least one regional action plan on SBMPL implemented to at least 50%". 3. The development of NAPs for SBMPL should align with future or already existing National and Regional Plastic Action Plans. 4. Component 3 should be reframed to avoid a non-existent management of SBMPL. 5. The link and the risks between ALDFG and IUU fishing needs to be better explained. 6. Other recently discussed options, such 	<ol style="list-style-type: none"> 1. The global component has been further developed during the PPG phase and the linkage to the development of the global plastic treaty is recognized. Indeed, as stated in the Project Document, the PRO-SEAS project will contribute to the objectives of the Global Plastics Treaty being negotiated by UN Member States and help prepare target countries for its implementation. 2. Indicator 2 for Outcome 1.2 has been deleted to reflect an update of the baseline on the regional situation undertaken during the PPG phase. Several regional action plans already exist or are close to completion. Therefore, the PRO-SEAS project will seek to support their implementation rather than develop new regional action plans. 3. The development and/or update of the National Action Plans (NAPs) on marine plastic litter originating from sea-based source (under Component 1) is led by the National Focal Points representing key national government authorities and in consultation with National Task Force (NTF) members that are also representing key national authorities including shipping, fisheries, environment and others. The NAPs are approved by the NTF and the NFP's respective ministry. Given the status of these national authorities and their representatives, they are all familiar with national and/or regional action plans that are focused and/or

	<p>as leasing systems, should be considered in the PIF.</p> <p>7. The development of Biodegradable Fishing Gear is still in its infancy, which should be highlighted in the PIF. Actions in this field need to be undertaken with caution and according to the precautionary principles. Please propose risk mitigation measures accordingly.</p> <p>8. Additional Costs for Small-Scale fishers for new materials, circular systems and marking technologies need to be considered. Local communities and the informal sector need to be engaged from the very beginning to ensure a Just Transition.</p>	<p>include provisions related marine plastic litter, therefore the NAPs are developed/updated considering existing plans (if any). It should be also noted that high level technical expertise provided by IMO and FAO to the countries ensures that all the respective institutions are consulted and documentation reviewed and this information is reflected in the NAPs.</p> <p>4. The Council Member's comment is a little unclear. Component 3 has been revised since the PIF. It addresses improving incentives for wider adoption of measures and business opportunities for environmentally sound management of SBMPL.</p> <p>5. The PRO-SEAS project will help to improve fisheries management and to prevent IUU fishing through the implementation of the FAO VGMFG. An explanation of the links between ALDFG and IUU fishing is given in the Project Document (for example fishers may discard or abandon gear to evade detection by authorities). FAO has developed the Voluntary Guidelines for the Marking of Fishing Gear (VGMFG) which were endorsed by the thirty-third session of the Committee on Fisheries (2018) and by the United Nations General Assembly in December 2018 (A/RES/73/125). The marking of fishing gear is considered an important tool for reducing ALDFG and its ecological and economic impacts, safety and navigational risks, and in combatting IUU fishing.</p> <p>6. Incentives and options to encourage business investment in the environmentally sound management of SBMPL, including options such as leasing systems, will be considered under Component 3 as part of outputs 3.1.1 (Incentives to support investment in addressing SBMPL identified and options communicated to stakeholders) and 3.1.2: (Gender-responsive SBMPL business ventures identified and supported in selected countries).</p> <p>7. The FAO team supporting the PRO-SEAS project is aware that biodegradable fishing gear is still in largely the development and testing phase and indeed is involved in some initial pilots. For instance, FAO is contributing to improving knowledge around and availability of alternative gear designs that prevent and reduce ghost fishing in developing countries through three pilot initiatives under the GloLitter Partnerships</p>
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	<p>project. These support the testing of gear modifications with biodegradable components in small-scale artisanal gillnet fisheries in Kenya, crab pot fisheries in Indonesia and lobster trap fisheries in Brazil. The main activity proposed under the PRO-SEAS project is supporting at-sea trials of biodegradable Fish Aggregating Devices (FADs) in partnership with the International Seafood Sustainability Foundation (ISSF) which will help promote the uptake of biodegradable FADs as well as the implementation of policies that mitigate the impact of FADs on sensitive marine habitats, which would be particularly targeted at RFMOs, fishing and processing companies, FAD/buoy manufacturers and NGOs working on marine debris. Consequently, the risk to the project in relation to this activity is minimized.</p> <p>8. A detailed stakeholder analysis was undertaken in the four target countries (Costa Rica, Jamaica, Kenya and Vanuatu) which has informed the development of the Stakeholder Engagement Plan (Annex J of the Project Document). This includes several fisher community groups which are targeted for activities under the PRO-SEAS project. Funds to ensure these groups can participate effectively in the project, including additional costs, e.g. for new materials and marking technologies have been built into the Pro-Seas budget. Details on activities to be undertaken in each of the target countries are given in Annex E.</p>
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ii. Summary of changes from the PIF

The main changes that have occurred following approval of the Project Identification Form (PIF) for the PRO-SEAS project, reflected in this Project Document, are presented in Table 1.

Table 1. Summary of changes in project design between the PIF and Project Document

Subject	PIF	Project Document	Justification
<i>Co-finance total</i>	Total co-financing estimated in the PIF was US \$ 49,151,264.	Total amount of co-financing US \$ 67,007,327, which is significantly more than the original amount.	Some co-financiers contributed more than indicated at the PIF stage and other potential partners/co-financiers dropped out. In addition, other new co-financing sources, not identified at the PIF stage,

Subject	PIF	Project Document	Justification
			were identified and captured during the PPG phase.
<i>Project targets</i> <i>GEF Core Indicator targets</i>	Core Indicator target numbers - 5 (% Area of marine habitat under improved practices (hectare)) - 8 (Globally over-exploited marine fisheries moved to more sustainable levels (metric ton)), and - 11 (People benefiting from GEF-financed investments disaggregated by sex (count))		These were increased to reflect the addition of Jamaica during the PPG stage.
<i>Project framework</i> <i>Output 1.1.1</i>	Output 1.1.1: National Action Plans (NAPs) to address SBMPL prepared and implemented in selected countries	Output 1.1.1: National Action Plans (NAPs) to address SBMPL in selected countries updated	The wording of the output was revised following feedback by reviewers to make the focus of the project's activity for this Output clearer.
<i>Project framework</i> <i>Output 1.1.2</i>	Output 1.1.2: Legal and policy frameworks compliant with international regulations governing SBMPL (MARPOL Annex V, LC/LP, FAO VGMFG) in selected countries	Output 1.1.2: National SBMPL legal and policy frameworks instruments drafted and/or updated in line with existing international instruments governing SBMPL (including MARPOL Annex V, LC/LP, FAO VGMFG) in selected countries	Output slightly reworded to make clear that the focus of this Output is on legal and policy framework relevant to SBMPL and the word 'instruments' was substituted for the word 'regulations' as the latter relates to legislation and not policy which are both a focus for the PRO-SEAS project.
<i>Project framework</i> <i>Outcome 1.2</i>	Outcome 1.2: Strengthened national and regional institutional frameworks and coordination for SBMPL management	Outcome 1.2: Strengthened national and regional institutional frameworks and capacity for SBMPL management	Following review by key partners, Outcome reworded to indicate expanded area of action beyond merely strengthening coordination but to include wider capacity building
<i>Project framework</i> <i>Output 1.2.1</i>	Output 1.2.1: National cross-sectoral coordination and collaboration mechanisms for addressing SBMPL management established or strengthened and promoted	Output 1.2.1: National cross-sectoral coordination mechanisms for addressing SBMPL management established and operational	Minor rewording as collaboration and requires coordination so judged superfluous. In addition, the word 'operational' was judged to better and more succinctly express the previous phrase 'established or strengthened and promoted'.
<i>Project framework</i> <i>Output 1.2.2</i>	Output 1.2.2: Regional coordination mechanisms to address SBMPL management established or strengthened and promoted	Output 1.2.2: Regional coordination mechanisms to address SBMPL management established or facilitated	Minor change in wording to reflect PPG baseline studies of current regional coordination mechanisms which are largely established.

Subject	PIF	Project Document	Justification
Project framework Output 2.1.1	Output 2.1.1: Measures to strengthen Port Reception Facilities (PRF) and their operations identified at selected ports (PRF gap analyses and feasibility studies conducted)	Output 2.1.1: Port Reception Facility (PRF) gap analysis conducted -	The wording of the output was revised and shortened to make it clearer.
Project framework Output 2.1.2	Output 2.1.2: Port waste management plans (PWMP) in place and under implementation at selected existing PRFs. -	Output 2.1.2: Port Waste Management Plans (PWMP) developed in coordination with relevant competent authority to facilitate implementation	Wording revised to emphasize that the PWMPs will be developed in partnership with the relevant authorities.
Project framework Output 2.1.3	Output 2.1.3: Investment mobilized to upgrade and/or establish PRF systems to sustainably manage SBMPL in selected countries	Output 2.1.3: Technical-economic studies of the potential for investment to upgrade and/or establish PRF systems to sustainably manage SBMPL in selected countries	Following discussions with key partners and the National Focal Points during the PPG period it was agreed to reformulate the output as the PRO-SEAS project alone cannot achieve ‘investment mobilized to upgrade and/or establish PRF systems. Rather this depends on other (non-project) actors such as banks and financial institutions. Indeed, the original output statement is set at outcome level and rather than an output.
Project framework Output 2.2.1	Output 2.2.1: Monitoring and assessment systems of sources and volumes of SBMPL in selected countries established and linked to SBMPL management decision-making, including ALDFG management	Output 2.2.1: Monitoring and assessment systems of sources and volumes of SBMPL that feed into management decision-making established in selected countries -	Minor adjustment to the wording to shorten the statement and make it simpler.
Project framework Output 2.2.2	Output 2.2.2: Improved technologies and tools to support prevention and reduction of SBMPL, including monitoring and compliance with international regulations governing SBMPL (MARPOL Annex V, LC/LP, FAO VGMFG), applied in pilot countries	Output 2.2.2: Technologies and tools to support prevention and reduction of SBMPL identified and operational in target countries	Wording modified to reflect the fact that some countries require existing technologies and tools, not simply upgraded ones. Also, words not needed to understand output removed
Project framework Output 3.1.1	Output 3.1.1: Incentives (financial, regulatory, operational, etc) for SBMPL management developed and promoted among key stakeholder groups (fishing and shipping industry) in selected countries	Output 3.1.1: Incentives to support investment in addressing SBMPL identified and options communicated to stakeholders -	Output statement simplified and changed to reflect that incentives will be identified at global and regional levels as well as in the four target countries.
Project framework Output 3.1.2	Output 3.1.2: New or strengthened gender-responsive business ventures identified and developed in selected countries.	Output 3.1.2: Gender-responsive SBMPL business ventures identified and supported in selected countries	Following review by key partners, a minor modification to the formulation of the output statement was made to indicate that business ventures will be supported by the PRO-SEAS project (based on interest) but it is beyond the scope of the project to develop and deliver them as this involves external actors.

Subject	PIF	Project Document	Justification
<i>Project framework</i> <i>Output 3.2.1</i>	Output 3.2.1: New projects to address SBMPL identified and developed by Global Industry Alliance (GIA) on SBMPL	Output 3.2.1: Projects to address SBMPL identified and under implementation under the Global Industry Alliance (GIA) on SBMPL	Following review by key partners, a minor modification to the formulation of the output statement was made to simplify statement and improve understanding of the output statement
<i>Project framework and targets</i> <i>Outcome indicators</i>			The set of outcome indicators provisionally identified at the PIF stage was reviewed by IMO, FAO and the PPG team with inputs from the National Focal points and the set revised to better reflect changes to the project framework during the PPG period. In addition, three project objective indicators were added during the PPG phase. Baselines and mid-term and end-of-project targets were also added for each of the outcome and objective indicators at the PPG stage.