



BOATdigest

GUIDELINES ON END-OF-LIFE RECREATIONAL CRAFT FOR MARINAS



© Boatcycle project

ALL RIGHTS RESERVED

This document may not be copied, reproduced or modified in whole or in part for any purpose without the written permission from the BOAT DIGEST Consortium. In addition to such written permission to copy, reproduce or modify this document in whole or part, an acknowledgement of the authors of the document and all applicable portions of the copyright must be clearly referenced.

1. OBJECTIVES AND GUIDELINES' STRUCTURE

This document is targeted to **marinas** with the aim of providing them with guidelines and key information on (1) end-of-life recreational craft (RC) and on (2) the role they play in encouraging and helping recreational craft owners to take ownership for their end-of-life boats in a responsible manner.

These guidelines include a section gathering general information on end-of-life recreational craft in marinas and a specific section on the actions to be taken.

2. THE PROBLEM OF END-OF-LIFE RECREATIONAL CRAFT IN MARINAS

When a recreational craft owner **no longer wants his/her boat** (which does not always mean it has reached the end of its operating life), they may (1) sell, donate or dispose/recycle their craft or carry out bad practices such as (2) abandoning, sinking or burning. When a recreational craft reaches its “**end-of-life status**” (which means the boat is no longer useful for its main activity - navigation - or the owner has decided to dispose of the boat), the owner chooses one of the following options: treatment (disposal/recycling) or abandonment.

Abandoned boats (on land, floating or sunken) can cause (1) **leakage or spills of liquid wastes** (hydrocarbon, oil and liquid from batteries), and (2) **the release and/or detachment of solid wastes** (parts/pieces of the boat containing other hazardous substances, furniture, plastics, etc.). These may harm the environment (both in public and private properties) and be dangerous for marine life.



When recreational craft is abandoned in a marina, it occupies moorings that could be available for other boat owners ready to pay. Marinas are in an extremely complicated legal situation : **unpaid bills, long and complicated legal processes**, as often they can't find the owners of the boats left behind.

Abandoned craft takes up **valuable space** in marinas and has a **negative visual impact** on marina users, visitors and/or tourists, it may also have an economic impact. These boats cause **pollution and landscape deterioration**, mainly in coastal areas, **affecting tourism too**, as such boats are often a put-off for new tourists in marinas.

Accidents caused by fire (one of the risks associated with abandoned and/or non-maintained recreational craft) also contribute to marina's bad image. Once a specific mooring has experienced a fire accident, other users may be reluctant to use it.

Abandoned craft is often a target of **theft and vandalism**, on some occasions becoming a safety issue for the boating public . Recreational craft abandoned in a marina may also cause **safety problems** to users and other boats, e.g. the broken mast of a sailing boat may fall on other boats or people nearby.

Marinas offer protection against adverse weather conditions and currents, but offer as well ideal conditions for fouling species. The development of marinas over the last decades has increased the implication recreational craft has on the spreading of non-indigenous species (NIS) . Boats **abandoned** at marinas, unmoved for long period of time may spread non-indigenous species, especially when finally moved.

It is very important to be aware of the impacts on invasive alien species (IAS) to develop early warnings as well as to carry out cost-benefit analysis of management options[3]. Spread of invasive alien species may vary from displacement of native algal species, building of dominant stands, nuisance fouling and exclusion of other biota to "unknown impacts"[4]. Abandoned boats can also provoke **changes in the environment**, such as changes in benthos or changes to food - web dynamics - and **changes to the industry and leisure sectors**, such as injuries to bathers or pipe blockages, among others[5].

3. ACTIONS THAT CAN BE TAKEN BY MARINAS

ACTIONS FOR MARINA STAFF/PERSONNEL



Visual inspection of deterioration indicators in marinas for early detection.

These inspections (for early detection of abandonment and non-maintenance) should be made even if fees are being paid by owners for mooring his/her craft.

A boat that has not been visited for a long period of time may suffer serious deterioration and thus may cause environmental hazards. Such inspections carried out by marinas also play a key role in identifying risks of the spread of non-indigenous species.



Keep record of numbers and characteristics of abandoned boats

There is currently no regulation/legislation for end-of-life boat disposal at national or European level. No European solution is given to regulate the problem of boat-waste management, making disposal of recreational craft a totally voluntary decision for the owner.

Local authorities, harbour masters and marinas could **record numbers and characteristics of abandoned boats** they have to deal with, the results of which could indicate the direction that should be taken.



Find recreational craft owner as soon as possible

Time is a key factor in the decrease and/or loss of the economic value of recreational craft. If a boat is abandoned in a good enough state, it still has an economic value and can be repaired (if needed) and sold for the second-hand use. It is important for the marina to find the owner before the boat's state deteriorates beyond repair.



Have special equipment and trained personnel in marinas to deal with solid and liquid waste containment and recovery and avoid potential accidents



Take care of other recreational craft that may be at risk

A deteriorated boat in a port can end up sinking and/or burning and causing environmental pollution and/or high collateral damage to other boats moored nearby. Such an image might also affect the attractiveness of a port.

Marinas, when identifying a boat at risk, should move other recreational craft moored nearby to a safer area (for example a dry area in the marina).



Provide information to recreational craft owners

There is a lack, or very little information available for recreational craft owners concerning end-of-life recreational craft disposal.

It is important to provide information to recreational craft owners (**leaflets, posters, mailings or similar**), so they are aware of the impacts and management options. This way the number of abandoned recreational craft in marinas could also be decreased.

Marinas could **inform owners about the bad condition of their boat and/or give them recommendations** on boat maintenance and environmental consequences of boat deterioration.

Marinas could also inform about the risks of spreading non-indigenous species by means of the abandonment of recreational craft.

Marinas can use their facilities (interior e.g. marina office and notice boards and exterior e.g. walls) in order to make owners aware of their responsibility.

Information material for marinas to display in their facilities targeted to recreational craft owners can be found in English, French, Italian, Spanish and Turkish.



Assess the possibility of scrapping boats at their facilities, together or not with specialised companies, taking into account legal and administrative requirements



Require additional and voluntary commitment from their clients when renting/buying a mooring (e.g. environmental impact insurance)



Inform recreational craft owners about existing dismantling locations in the area.

Boat owners usually do not know how to find recreational craft dismantlers and this lack of information could encourage owners to carry out bad practices such as boat abandonment.



A map to locate boat dismantling facilities, regularly updated, has been set up for owners in order to easily find both boat dismantling facilities and the national contact point for boat dismantling activities. This map is available at the following link:

<http://www.boatdigest.eu/dismantling-network.asp>.



Inform recreational craft owners about marinas (and/or the boatyards within or next to the marina) carrying out dismantling activities

In some countries marinas carry out dismantling activities (usually in the boatyard within and/or next to the marina) and they should provide this information to marina users.



Inform owners about the awareness module available for them

An awareness module on end-of-life recreational craft related matters is available for recreational craft owners.

ACTIONS FOR MARINA MANAGERS:



Make these guidelines available to all the staff/personnel working in the marina, so they (1) are aware of the problem, (2) know what to do when dealing with end-of-life recreational craft within the marina and (3) know the key role they play in both raising the owners' awareness in relation to end-of-life recreational craft and in watching over the marina



Display the material made available for marinas related to end-of-life recreational craft in strategically visible places at marina's facilities

4. HOW TO IDENTIFY POTENTIAL ABANDONMENT/BEYOND OPERATIONAL LIFE SIGNS IN MARINAS

A boat that has not been visited for a long time may suffer serious deterioration and thus may become an environmental hazard. Nevertheless, it is not always easy to identify **potential abandonment/beyond operational life signs** and on certain occasions we can easily confuse them with old recreational craft (still in use).



Marinas could look for signs of potential abandonment/beyond operational life of craft, such as below:

- ✓ General signs of deterioration and/or non-maintenance (dirt, deck cracking, rusting of metal items, rotting of wood).
- ✓ General signs of non-maintenance (broken items).
- ✓ Loss of floatability (partially sinking, water inside the craft).
- ✓ Loss of stability.
- ✓ Loss of water tightness.
- ✓ Missing parts / items (due to theft / vandalism).
- ✓ Liquid waste inside and around / near the recreational craft (leakage or spills of liquid wastes - hydrocarbon, oil and liquid from batteries).
- ✓ Solid waste inside and around / near the recreational craft (release and/or detachment of solid wastes - parts/pieces of the boat containing or not other hazardous substances, furniture, plastics, etc -).
- ✓ Big amounts of biofouling in boat hulls and/or other boat areas.
- ✓ No visits of the owner for long periods of time.

It is also important to control the payment of fees on a regular basis since this is also a clear indicator of abandonment. Marinas should also check this recreational craft that have been confiscated due to illegal activities or other reasons in order to control deterioration.



www.boatdigest.eu

