



# BOATdigest

## GUIDELINES ON END-OF-LIFE RECREATIONAL CRAFT FOR BOATING SCHOOLS AND SKIPPER TRAINING CENTRES



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## 1. OBJECTIVES AND GUIDELINES' STRUCTURE

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

The guidelines include a section gathering general overview of the problem related to end-of-life recreational craft and a specific section on the actions to be taken by boating schools and skipper training centres concerning this matter.

## 2. THE PROBLEM OF END-OF-LIFE RECREATIONAL CRAFT

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.

For many years several nautical associations, companies, marinas, environmental and research organisations, public agents and other key organisations have been highlighting the problem of abandoned recreational craft in several European countries. However, **limited information is available**, making it very difficult to quantify the abandoned recreational craft in Europe.



Concerning the **current awareness and end-of-life habits of recreational craft owners**, most of them think it is not acceptable to abandon the craft once it is no longer of use and agree that doing so can be a hazard to health, safety and the environment and that making sure their craft is dismantled in an appropriate manner is part of being a responsible owner. Most owners plan to sell their boat when they deem it to be no longer suitable for their requirements and many would rather donate it to someone they knew would take good care of it before dismantling or recycling their boat. Many owners would not be willing to pay anything for dismantling and recycling their craft and there is a great lack of information among them in relation to end-of-life matters.

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.

Boating schools/skipper training centres have the **responsibility to train future boat users and owners**. Even though training centres may address certain issues dealing with sustainability and the environment during their courses, most centres don't talk about the problem of end-of-life recreational craft and related risks, such as recreational craft contributing to spreading non-indigenous species. Therefore, most boaters are not aware of the problem that arises from abandoned end-of-life boats and the impacts and consequences they may have.

Boating schools and skipper training centres are of utmost importance and are key agents in raising awareness among boaters and future boaters.



### 3. ACTION THAT CAN BE TAKEN BY BOATING SCHOOLS AND SKIPPER TRAINING CENTRES

Boating schools: schools that provide training courses to boaters and future boaters for recreational sea navigation

Skipper training centres: other than schools centres that provide training courses to boaters and future boaters for recreational sea navigation



**Inform owners about the awareness module available for them in English, Spanish, Italian, Turkish and French**



**Analyse the content included in the awareness modules targeted to recreational craft owners and extract key information to be provided / taught in a class**



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

Boat owners usually do not know how to find RC dismantlers in order to dispose of their boat and this lack of information could force 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>



**Test knowledge on end-of-life recreational craft, e.g. during the final oral or written exam**



**Explain to recreational craft owners that in some countries marinas carry out dismantling activities (usually in the boatyard within and/or next to the marina)**



**Provide information to owners about the relation between abandoned recreational craft and non-indigenous species (NIS)**



**Display material related to end-of-life recreational craft in strategic visible places in boating school facilities**

## **ACTIONS FOR BOATING SCHOOLS' ASSOCIATIONS**

**Disseminate these guidelines in English, Spanish, Italian, French and Turkish within boating schools**

**Promote a network of environmentally-friendly boating schools/training centres**

Local actions can be taken, giving the possibility to each region and/or individual school to be a part of a public list/network (previously set up at regional or national level) of an environmental community of boating schools and training centres. This would give those schools/cities, regions, countries which provide an “environmentally committed training to future boaters” some visibility and might help others who are doubtful and reluctant.

Schools which offer information on good practices related to end-of-life recreational craft, could also discuss other environmental issues of concern for future boaters, such as waste management or risk of spreading non-indigenous species.

**Promote joint agreements in order to include information about end-of-life craft in official licences' requirements**



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