

Boat's end-of-life in ports



BoatDIGEST Final Conference
Brussels, 23 September 2015



Mirna CIENIEWICZ
Secretary General
European Boating
Industry

Who we are



Pierre BARBLEU
President
APER – Association
pour la plaisance
éco-responsable

Some figures to start

- Current fleet in Europe about 6-7 million units
- Vast majority below 8m in length
- 95% built in FRP – fibre reinforced polymer
- Average lifetime: 35 years
- Safe disposal needed for boats from 1970s and onwards

Problems posed by end-of-life

- Visual pollution of abandoned boats whether in nature, backyards or ports
- Environmental risks linked to leakage (fuels, oils, batteries)
- Serious risk of fire / combustion with FRP



Boat's end-of-life

- Not a new issue...
- But it needs to be properly addressed throughout Europe
- Most common reasons are:
 - Lack of boat's resale value
 - No more interest or capacity to go boating
 - Financial difficulties

Who's concerned

The whole boating community and more!

- Boat owners: individuals, clubs
- Boat users: charter companies
- Boat manufacturers & retailers
- Marinas, ports and mooring areas
- Waste management companies
- Local communities and more...

Why a boat has to be disposed

Most common reasons are:

- Age limit is reached
- Damages can no longer be repaired safely
- Boat has lost its resale value
- No more interest or capacity to go boating
- Financial difficulties

Type of issues faced

- When the owner is known:
 - Lack of disposal solutions in many countries
 - Financing of disposal
- When the owner is unknown:
 - Legal aspects in addition to the above mentioned

Current situation in Europe

- Finland and France offer a complete solution to boat owners (private and professional)
- Sweden announced the creation of a scheme
- In Italy, Spain and UK some dismantling companies accept to dispose of boats, among other activities
- Pilot projects in Norway

Network of dismantling recreational craft in France

Introduction

APER is a non profit organization, created in 2009 by the French Nautical Industries Federation.

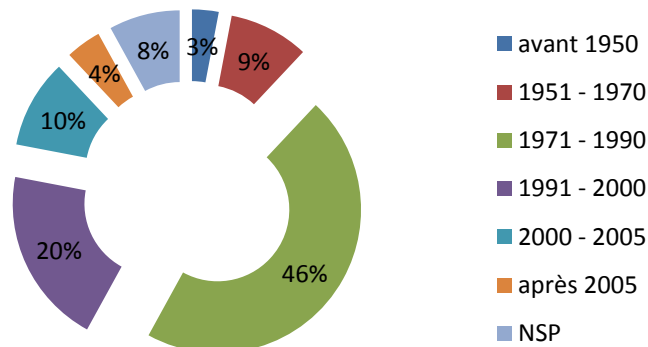
The objectives are to:

- Build a responsible image of the boating industry,
- Meet current and future environmental conditions
- Control of financial balances and dismantling costs,
- Initiate a process free of any legislative external constraint,
- Propose an ecological and economical solution for the RC dismantling

Inventory

**80 % boats built before
2000**

**58 % boats built before
1990**



- 991 573 registered boats (95 % below 24m in length) – 31 August 2011 with 16 319 new registrations
- 546 000 registered recreational boats are active
 - 386 000 (- 6m) et 160 000 (+ 6m)
- Average age of boats in 2008: 23 years
- 13 000 boats arrive at the end of life every year (AFIT-2003)
 - 10 000 (- 6m) et 3 000 (+ 6m)

Network operating

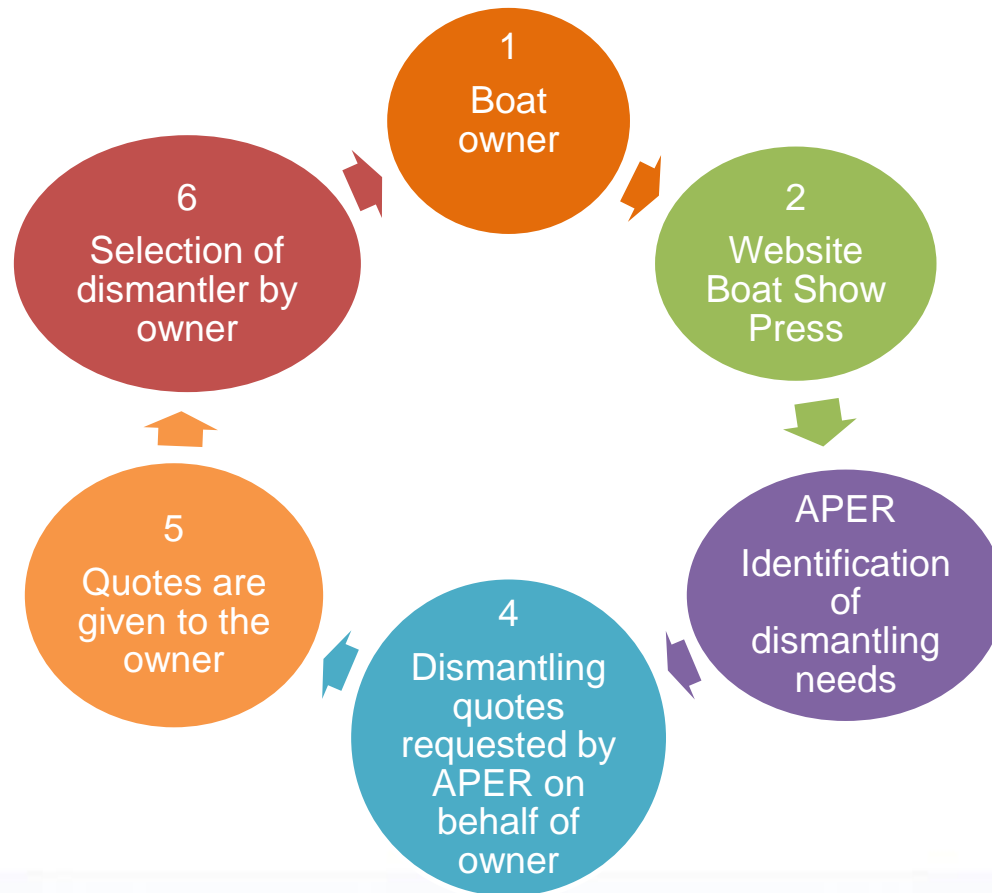
The network operates with:

1. Agreement of companies with strong specifications
2. Feedback of the activities
3. Dismantling commitments (recycle waste, respond to quotation requests within specified deadlines, achieve the dismantling operations within specified deadlines, sign a contract with APER, provide a copy of the certificate of dismantling, accept the competition between companies)

The general principles are:

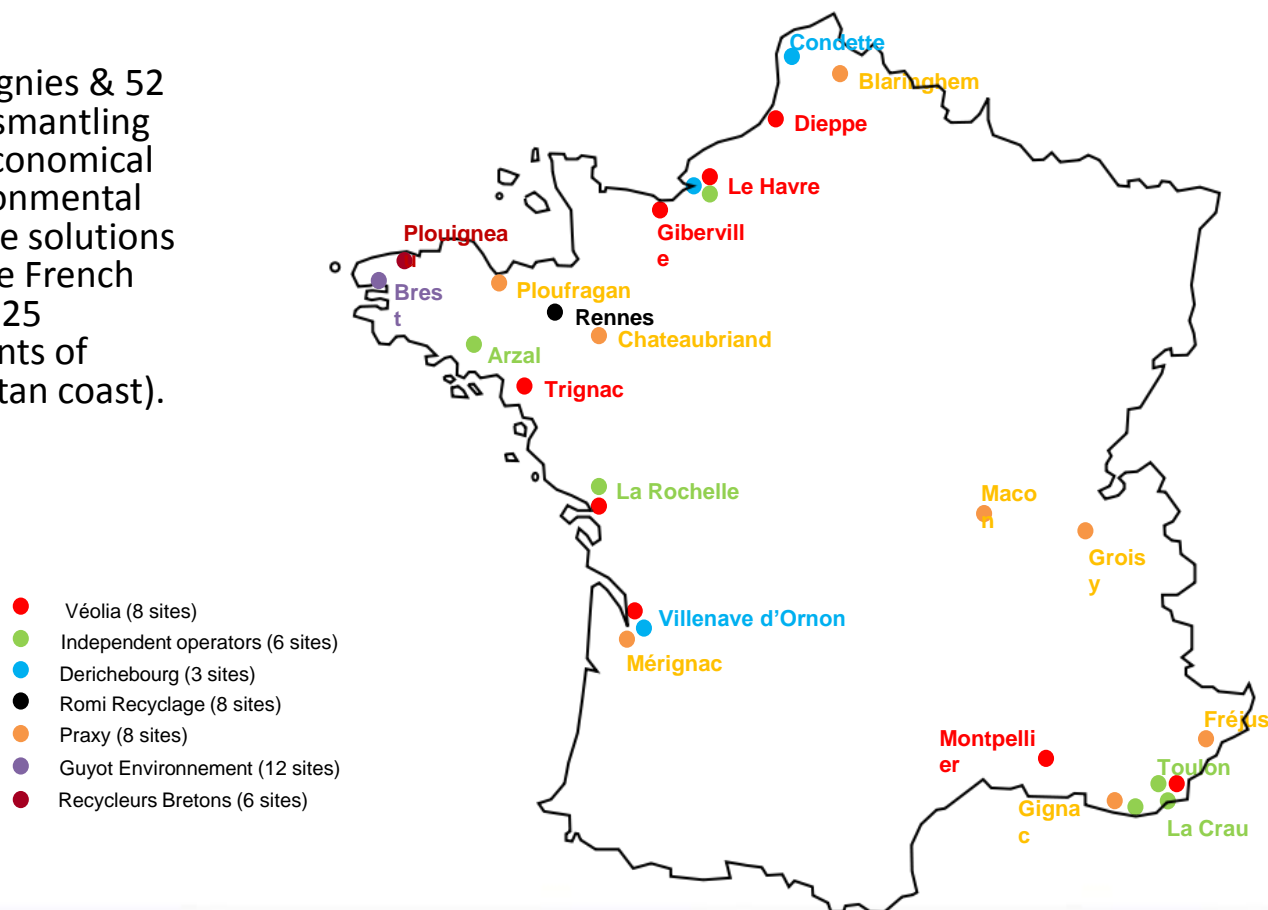
1. Optimize dismantling costs
2. Reduce the carbon footprint of operations
3. Create competition between companies

Network operating



Dismantling network

19 compagnies & 52 sites of dismantling provide economical and environmental sustainable solutions around the French coastline (25 departments of metropolitan coast).



Dismantling regulation

The network of dismantlers consists exclusively of waste management professionals.

All the sites must be: Installations Classified for the Protection of the Environment (ICPE), 2712-2, with an official authorization for the activities:

- Storage,
- Remediation,
- Removal or
- Clipping.

Dismantlers approved by APER provide to the customers guarantees on the quality and reliability of dismantling:

- Working with a professional dismantler,
- Benefit from his knowledge and expertise,
- Respect of administrative rules: Installations Classified for the Protection of the Environment (ICPE)
- Ensure recycling of waste,
- Propose a proximity action of dismantling

Maritime regulation

Definition in the Code of Transport of the following concepts:

- Wreck
- Abandoned boat

These texts provide the procedure for loss of property.

Problems:

- Long and costly procedure
- Financing of dismantling at the expense of the community

References:

Part 5 - Transport and maritime navigation

Titre IV – Abandoned boat & Wreck

- Chapter 1 – Abandoned boat
 - ❑ Section 1 à 3: Art. L. 5141-1 à 5141-7
- Chapter 2 - Wreck
 - ❑ Art. L. 5142-1

Financing

Dismantling is fully paid by the last owner of the boat.

APER recommends funding dismantling throughout boat life by all the owners.

Dismantling quote settled on the following basis:

1. Transportation	30 %
2. Dismantling & Remediation	50 %
3. Handling of waste	20 %

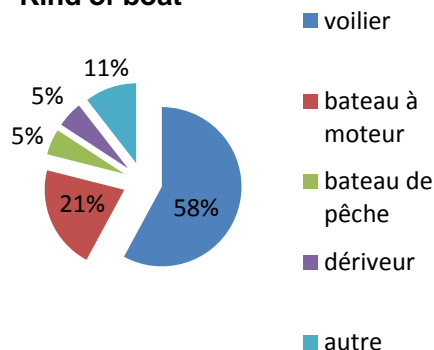
This distribution is valid for boats from 5 to 12m.

Figure of dismantling

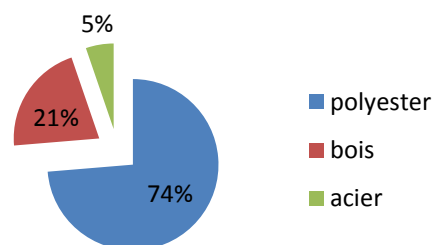
About 4,000 boats were treated by APER & the companies since 2009.

In 2013, + 300 boats have been dismantled by the network.

Kind of boat



Kind of materials



Average size of boats: 7,66m

Size between 4,75m and 10,53m

Average price: 1207 € TTC

Price between 500 € and 2920 €

Average age: 30 years

Age between 6 and 41 years.

Fiberglass valorisation

There are two valorisation methods:

- Energy valorisation: development of alternative fuel
- Material valorisation: use of the material

The advantages of energy valorisation in cement:

- A solution of short-term valorisation
- 100% of waste used (0% landfill, 0% incineration)
- No residual waste, no ash
- Calorific power interesting
- Economy of fuel and contribution to environmental protection
- Flexibility (no minimum volume)

Fiberglass valorisation

The advantages of material valorisation:

- Production of a new raw material
- Virtually unlimited range of products grows with outlet for construction and infrastructure
- Offers far superior alternative to a variety of materials currently used, such as iron, steel, concrete, plastic (recycled), wood

The development of this material needs to develop relationship with other industries producing composite to ensure the viability of this valorisation process through volumes of material (manufacturing waste and end-of-life) sufficiently consistent.

Network dynamic

France is the first European country to adopt a genuine organized recycling and dismantling network for boats.

The success of this network is: concertation, organisation & federation.

To ensure recognition and credibility of the network, APER coordinate closely with all stakeholders (dismantlers, institutional partners and authorities) in action in France.

Dismantling of boats is now a reality in France:

- www.recyclermonbateau.fr website: support and advise to owners in order to find an environmental and economical solution.
- A network with 20 compagnie & 52 dismantling sites all over France

For more info



European Boating Industry

office@europeanboatingindustry.eu

www.europeanboatingindustry.eu



APER
LA PLAISANCE
ÉCO-RESPONSABLE

APER – Association pour la plaisance éco-responsable (France)

contact@aper.asso.fr

www.recyclermonbateau.fr