

# **ANNEX XI**

## **FISHING VESSELS AND PLEASURE CRAFT**

- I Defunct pleasure craft**
- II Fishing vessels withdrawn from fleets**

## Annex XI

### Fishing vessels and pleasure craft

#### I. Defunct pleasure craft (BPHU).

##### I.1. General Data:

Out of the 700 000 registered pleasure craft in France, only 450 000 are regularly used by their owners. Around 20 000 pleasure boats reach the end of their useful lives every year. The difference between the number of registered pleasure boats and the number that are considered to be in use indicates that there is a high potential number of pleasure boats which are defunct (BPHU –Bateaux de Plaisance Hors Usage).

**The annual quantity of waste generated by defunct pleasure craft is constantly increasing: from 5000 tonnes in 2005, it is estimated that it will reach 10 000 tonnes in 2010 and by the year 2025 it will be 20 000 tonnes.**

The waste from their dismantling is scarcely recoverable today. Under these conditions, the dismantling operation is of negative value from the viewpoint of the owners of these craft who have to pay for disposal thereof. The average life expectancy of a pleasure craft is estimated at 40 years, which defers to an even longer term the results of efforts being made today to achieve improved recyclability of boats.

##### II.2. Legal framework:

Pleasure craft, as manufactured products, are governed by act of law n°75-633 of 15 July 1975 under the terms of Article 2 of which “any person who generates or holds wastes (...) is bound to ensure or have ensured the disposal thereof”.

In recent years, industrialists in the pleasure craft industry have responded to the issue of Extended Producer Responsibility (EPR). This consists of sharing responsibility for the treatment of waste between the holder of the waste and the manufacturer who placed the product on the market, the manufacturer thereby being led to internalising the cost of this waste treatment.

To limit and spread the costs of this extended responsibility, manufacturers usually federate to form bodies of eco-structure type. These bodies set up the necessary funding to operate a circuit which they help to organize and manage.

At the present time, unlike the automotive, electric appliance and electronic sectors, there is no regulatory constraint compelling the pleasure craft industry to organize a system which would take into account the end of the useful lives of its products; however the French federation of nautical Industries (FIN) nonetheless initiated a detailed study in 2003 with a view to materializing this Extended Producer Responsibility.

##### II.3. Proposed management of BPHU:

Integrated management of these disused craft must focus on the two following main objectives:

- anticipate the sudden mass arrival of defunct pleasure craft,
- set up an operational structure with *ad hoc* financing.

**The federation of efforts via a trade structure, applying the principle of Extended Producer Responsibility (EPR) to builders of pleasure craft.**

**The idea being to encourage this industry to introduce and then coordinate a waste treatment system for disused pleasure craft, ensuring the financial management thereof.**

The FIN programme was given the support of the Ministries of Equipment, Industry, Ecology and Sustainable Development, and the Agency for the Environment and Energy Management (ADEME). An industrial dismantling circuit has been organised with the creation of a regional tool called “BPHU dismantling centre” capable of treating 1500 craft per year i.e. 2 000 tonnes.

The first BPHU centre is expected to come into service in 2007 and will be set up in the urban area of Caen-la-Mer. Five other regional centres distributed along the French coast are planned between now and 2012.

### *1.3.1. Structure of the BPHU circuit*

The BPHU circuit is hinged around three main functions (collecting disused craft, dismantling and financing this dismantling) to which the following bodies correspond:

- BPHU Advice Points
- BPHU Centres
- the Eco-body

**BPHU Advice Points:** Boat retail outlets or shipyards which have been given approval by the Eco-body. They identify sites where there are disused craft, and take over these boats from their owners or holders under a contract for disposal management. These Advice Points observe the requirements of the BPHU label.

**BPHU Centres:** This “kingpin” of the circuit is in charge of collecting disused craft from holders or owners, ensures the dismantling thereof and the disposal of resulting waste.

**The Eco-body:** This body is in charge of granting approval to key members of the circuit (Advice Points and BPHU Centres) in accordance with the BPHU label. This label is a “collective certification mark “, detailing the operating conditions of the circuit and laying down specifications for the commitments of all those involved. It represents the BPHU circuit on a national and international level and collects the funds needed for the proper conducting of its operations.

### *1.3.2. Functioning and dismantling methods*

After all the mobile parts have been removed (sails, anchors, masts, stays, keel...), the boat is cleaned of pollutants: fluids, toxic products and hazardous materials are drained off and removed. Selective dismantling then follows with a view to dismantling the boat step by step and sorting the different materials removed (wood, plastic, metals). By sectioning, crushing, refining and sorting, these products can be separated and repackaged for their transfer and treatment by professionals specialized in the recovery or disposal of wastes.

Most of the waste is derived from the crushing of non-recyclable materials. Its disposal (cement works, incineration plant) represents an operating cost that is not offset by the sale of recoverable wastes.

The total cost for treating a defunct pleasure craft within this circuit is estimated at around €1300.

### *1.3.3. Costs and funding*

On completion of the 6 BPHU centres in France, the annual operating costs for this circuit will be in the region of €360k. The contributors towards these costs are planned to be:

- the owner of the boat, for the service provided,
- The BPHU Advice Point which pays the BPHU Centre for the dismantling of the boats it has collected,
- boat industrialists (boat builders, boat equipment suppliers) under their Extended Producer Responsibility,
- some professions whose activity is related to water sports (e.g. insurers)

### 1.4. Partnership between *Véolia Propreté* and *Fédération Française de Voile (FFV)*:

Alongside this ambitious project for a self-supporting, sustainable circuit, it is of interest to point out the partnership entered into between a waste disposal company Veolia Propreté and the French sailing federation FFV on 3 February 2005, for the collection of used equipment in boat and water sport clubs, in collaboration with the French federation of nautical industries (FIN) and the Ministry of Sport. This partnership is part of the programme to modernise the 478 French sailing schools.

A total of 86.37 tonnes of derelict equipment was collected and treated in 2005 (52.27 tonnes) and 2006 (33.1 tonnes) from 143 boating clubs located in 25 French administrative areas. This tonnage particularly included 816 hulls of sailing dinghies and catamarans and 1,005 surf boards. The teams involved in these operations conducted an initial sorting of this derelict equipment before collection, for the purpose of recycling all reusable materials and achieving best energy recovery from the waste.

Also worth mentioning is the creation in December 2003 of a dismantling company, Transmaritima, for the recycling of pleasure craft in Martigues, within the Bouches-du-Rhône administrative area which is one of the regions that is most affected by the congested capacity of marinas. All recyclable materials, ferrous and non-ferrous metals etc., are recovered before the boat hulls are crushed. The crusher is mounted on a trailer and can therefore travel from one port to another. The problem facing owners of transporting an obsolete pleasure craft as far as the dismantling site is therefore efficiently solved. Non-recoverable wastes, in particular debris from polyester hulls, are taken to a disposal centre.

The workload of this company appears to be expanding rather slowly at the present time, despite the flexibility and efficacy of the process that has been set up.

Another company which is soon to be set up at Port du Légué in Saint-Brieuc, has adopted a different approach. The boats to be dismantled are transported to the dismantling site either by semi-trailers or by barge.

## II. Withdrawal of fishing vessels from fleets

### II.1. Destination of fishing vessels at the end of their operating lives

#### II.1.1. *Small vessels*

Generally speaking, fishing vessels up to 20 metres in length, after being previously cleaned of pollutants, are dismantled by a shipyard or a scrap company. Asbestos removal for a vessel 16 metres in length totals around €4000, for a total dismantling cost of approximately €12 000. A large number of wooden ships are destroyed using mechanical shovels, their debris being taken to disposal centres, generally without any prior cleaning. It is not infrequent for some wooden ships to be burnt.

**The risk of pollution represented by these vessels must be put into proper perspective however, having regard to their small size and general design which uses very few hazardous materials.**

In the Finistère region for example, there are large boat graveyards in Douarnenez, Camaret, Le Guilvinec, Benodet, Fouesnant, the far end of Brest harbour or of the Abers where wooden boats are slowly deteriorating. In Ille et Vilaine numerous small-sized boats can be seen abandoned in recesses along the coast or along the banks of the Rance.

Fishing vessels which have reached the end of their useful lives are less and less frequently given a “heritage” destination by being left in boat graveyards. This is due to the opposition by associations of local residents or environment protection associations, to which is added the fear of town councillors that their liability may be sought in the event of any accident occurring in these graveyards.

#### 2.1.2. *Large tonnage vessels*

Vessels of larger tonnage are frequently sent to foreign dismantling sites, generally in Belgium and Holland. For example two SCAPECHE vessels based in Lorient, 38 metres in length, and one ship from Loire-Atlantique were recently dismantled in Belgium.

This recourse to foreign service providers can be explained by the current lack of any sites in France which have sufficient know-how to be able to carry out such operations.

For vessels of lesser size, which are not sent to foreign dismantling sites, crews initially dismount all electronics fishing equipment, engine etc.. Cleaning of pollutants (tank dismounting) and asbestos removal are then carried out by local companies or by companies having regional coverage (e.g. SITA-ouest).

### II.2. Planned fleet withdrawals:

Under circular DPMA/SDPM/C2006-9609 dated 10 March 2006, the Ministry for Agriculture and Fishing set up a funding system to assist withdrawal of fishing vessels from fleets (fleet withdrawal plan). This plan is intended to adjust French fishing capacities to available to halieutical resources, by promoting the withdrawal from fleets of those vessels which target the most threatened stocks.

Those vessels which are liable to benefit from this assistance for final withdrawal from fleets are fishing vessels aged 10 years or more, which are registered as being in active operation in the Community register of fishing vessels; 63 fishing vessels will be eligible for destruction through this fleet withdrawal plan.

**It can only be ascertained that neither the reference Community documents nor any national decisions applying their terms make provision for any particular obligation with regard to dismantling conditions for fishing vessels.**