

Network of dismantling recreational craft in France

General Presentation

By Pierre Barbleu, President of APER

Introduction

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

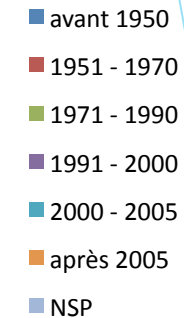
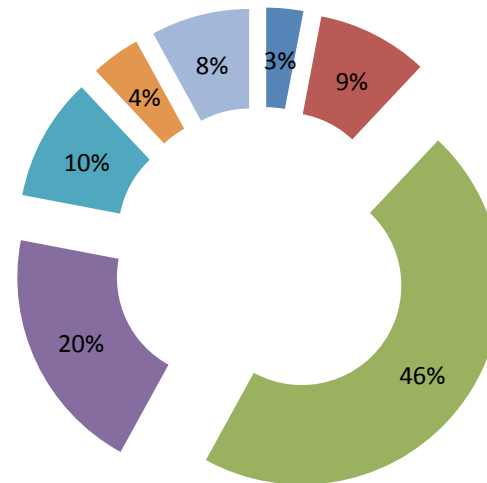
The objectives are to:

- 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 % – de 24m) August 31, 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:

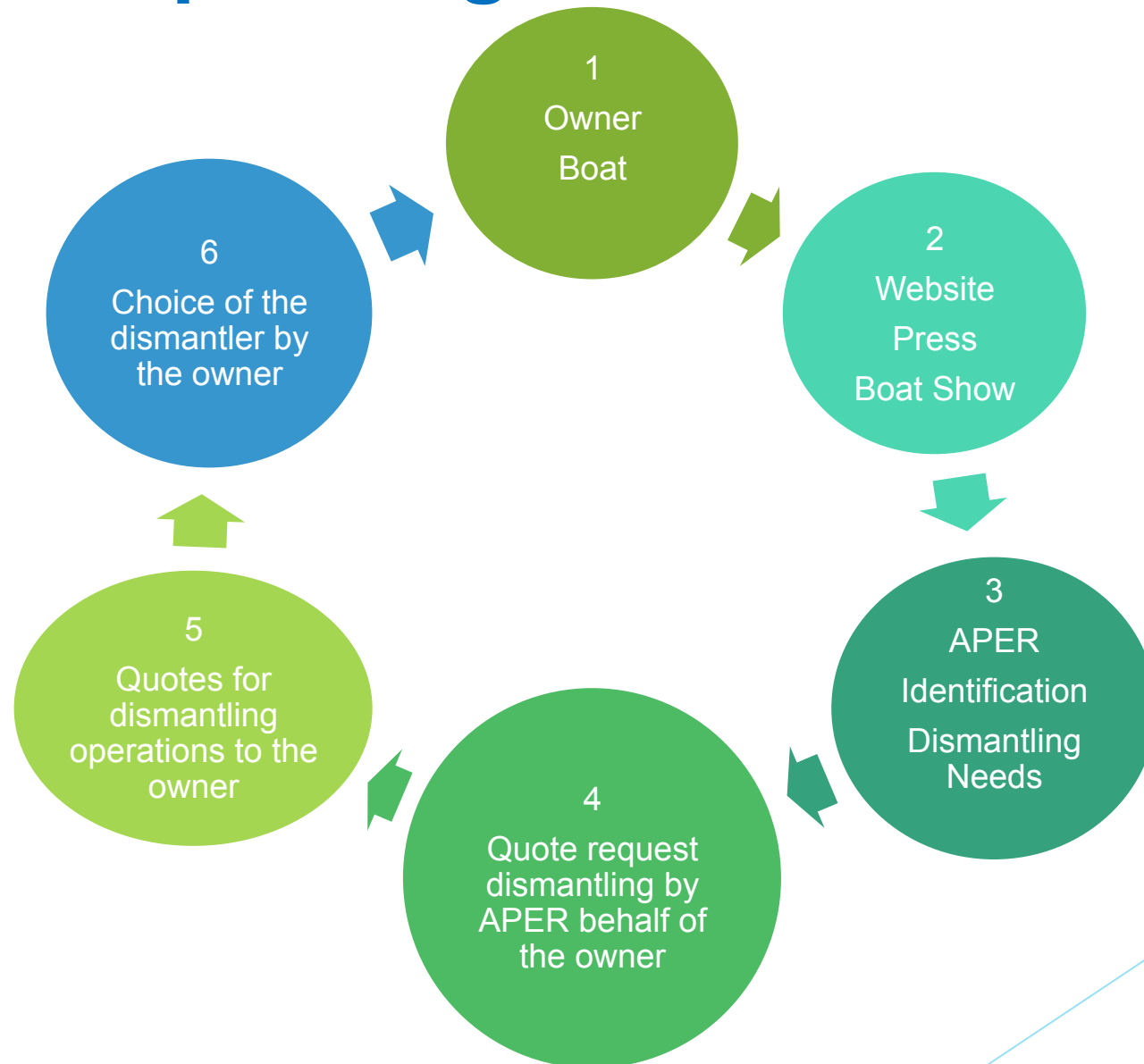
1. Agreement of companies with strong specifications
2. Feedback of the activities
3. Dismantling commitments (recycle waste, respond to quotation requests within specified deadlines, achieve the dismantling operations within specified deadlines, sign a contract with APER, provide a copy of the certificate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

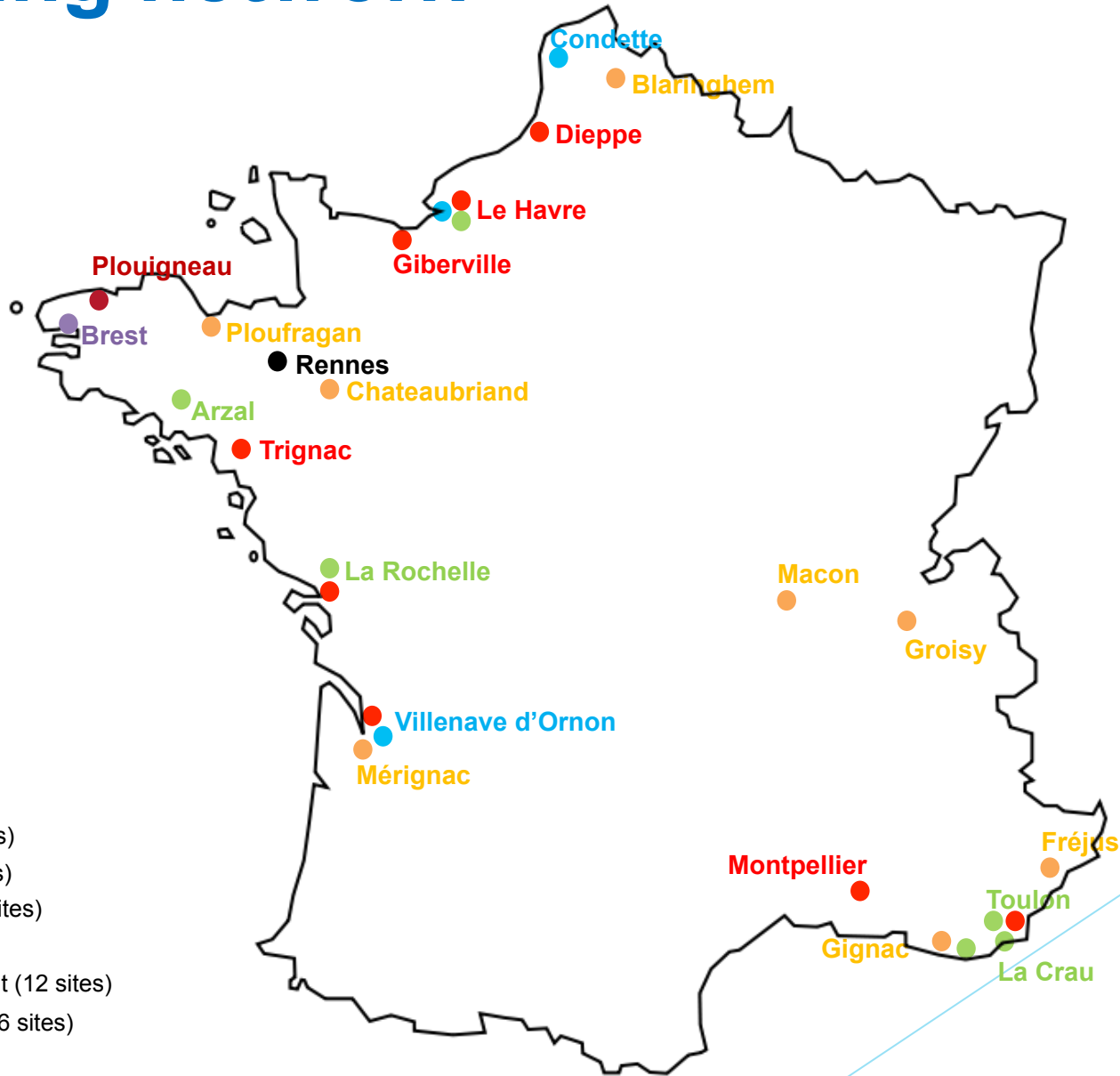


Network operating



Dismantling network

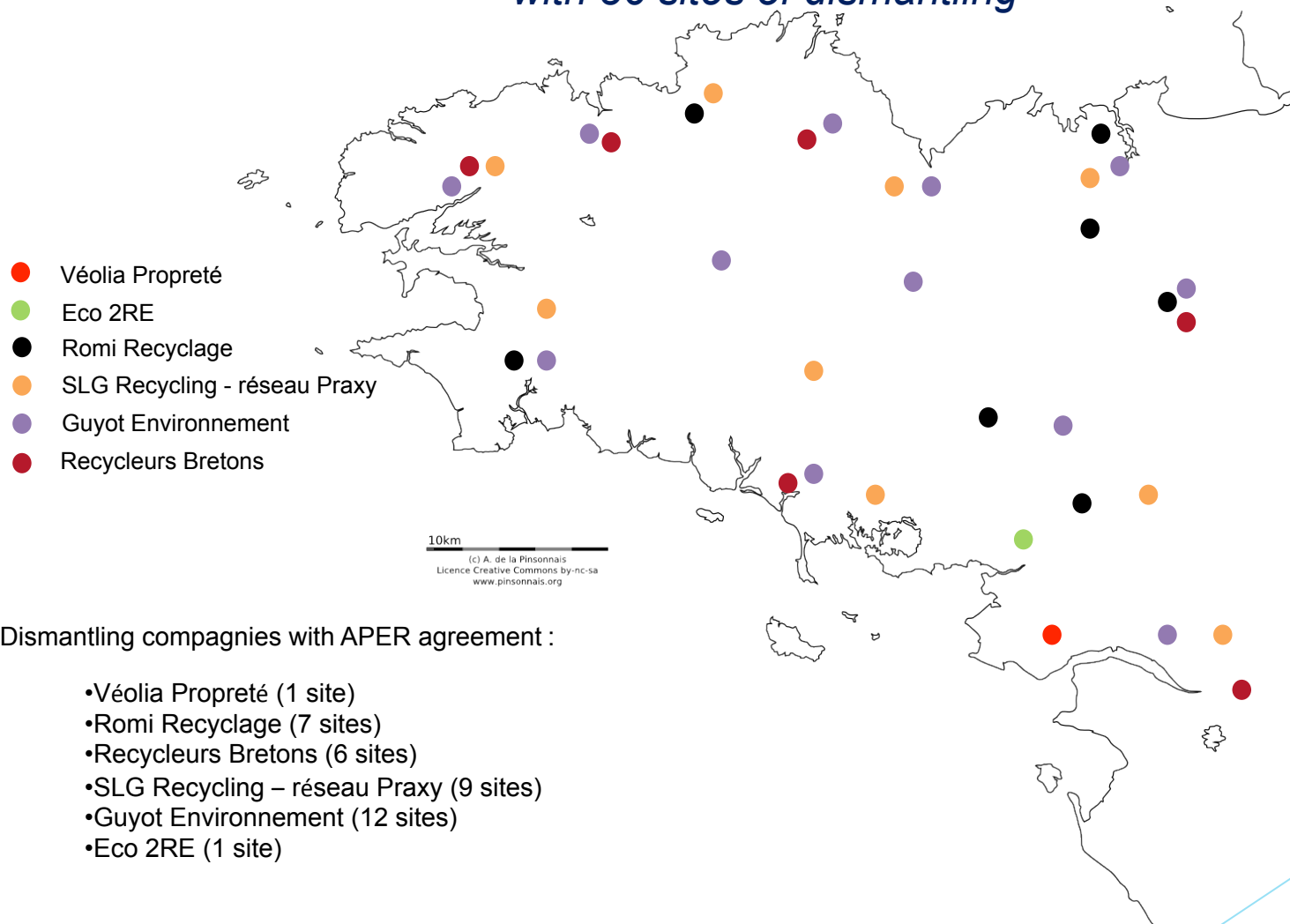
companies & 52 sites of dismantling provide economical and environmental sustainable solutions around the French coastline (25 departments of metropolitan coast).



- Véolia (8 sites)
- Indépendants (6 sites)
- Derichebourg (3 sites)
- Romi Recyclage (8 sites)
- Praxy (8 sites)
- Guyot Environnement (12 sites)
- Recycleurs Bretons (6 sites)

Example of Brittany

*6 compagnies established in Bretagne
with 36 sites of dismantling*



Dismantling companies with APER agreement :

- Véolia Propreté (1 site)
- Romi Recyclage (7 sites)
- Recycleurs Bretons (6 sites)
- SLG Recycling – réseau Praxy (9 sites)
- Guyot Environnement (12 sites)
- Eco 2RE (1 site)

Process of dismantling

The control of all steps of the dismantling process require the intervention and coordination of many actors in specific areas:

- Bailout
- Transportation
- Clean up (oil change, fluids and gases)
- Decommissioning
- Disposal of hazardous waste
- Grinding
- Control & knowledge of outlets for all waste

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

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

Financing of dismantling

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

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

Line of thought:

- Insurance
- Mooring
- Annual tax ...

Dismantling quote settled on the following basis:

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

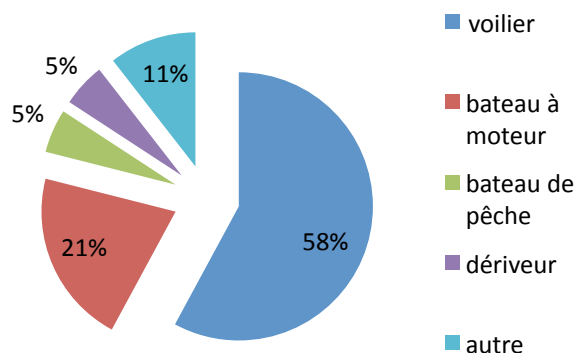
This distribution is valid for boats from 5 to 12m.

Figure of dismantling

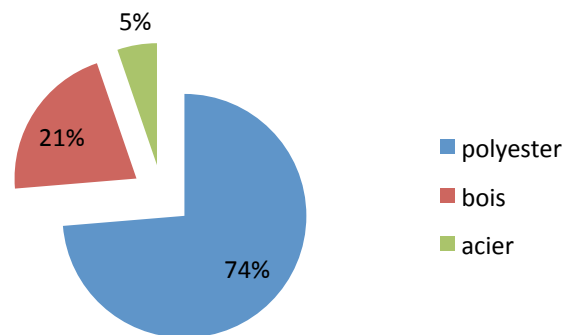
+ 900 boats were treated by APER & the companies since 2009.

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.

Partnership network

APER has a network of partners:

- Fédération des industries nautiques (FIN)
- Fédération Française de Voile (FFV),
- Fédération Française Motonautisme (FFM),
- Fédération Nationale des Pêcheurs Plaisanciers et Sportifs de France (FNPPSF),
- Union Nationale d'Associations de Navigateurs (UNAN)

In order to:

- increase awareness of the dismantling industry of boats
- support and improve the dissemination of information to owners, associations, ports, councilors, local authorities,...

APER has also a prestigious honorary members:

- Conseil Supérieur de la Navigation de Plaisance et des Sports (CSNPS)

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

There are two valorisation methods:

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

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) actions 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

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