



---

<b>Document title</b>	A Swedish nationwide recycling system for end of life boats
<b>Code</b>	5-7
<b>Category</b>	INF
<b>Agenda Item</b>	5 - Implementation of the RAP on Marine Litter
<b>Submission date</b>	28.9.2015
<b>Submitted by</b>	Sweboat
<b>Reference</b>	

---

### Background

Sweboat, together with Båtskroten Sverige AB and Stena Recycling AB, has started up a development project with the aim to build up a nationwide system for recycling pleasure boats in Sweden.

The project is funded by the project members and with money from Swedish Agency for Economic and Regional Growth - Tillväxtverket and the Swedish Agency for Marine and Water Management - Havs och Vattenmyndigheten. The project will last until 30 September 2015.

This document provides information about the project.

### Action required

The Meeting is invited to take note of the information.

## A Swedish nationwide recycling system for end of life boats

### Background

Boating has been a Swedish social movement since the 1920's and will hopefully remain so in the future. Two million people in Sweden have access to the estimated fleet of 880 000 leisure boats in Sweden. It ranks Sweden top four on the list of "boats per person" worldwide.

The sales peak of boating began in the 1970s when the Swedish boat production exploded and several hundred thousand plastic boats were produced around the country.

Boats in GRP has a very long lifetime. We don't really know just how long, but a well maintained boat from the 1970s works just fine even today.

Due to the boats durability and relatively high resale value there has been no need for a system for recycling used recreational boats, but the change in demands from boat owners and a rapidly declining resale value has made the time come to start recycling.

### Purpose and objective

When boaters have access to a system where they can leave an end of life boat to where it is taken care of in an environmentally safe manner the risk that littering boat wrecks end up on boat sites, along river banks and in the wilderness reduces. There is a shortage of boat storage in many places due to end of life boats occupying grounds.

By recycling end of life boats and old boats these grounds become vacant for new people who want to discover the amazing boating life.

### Partners

- Sweboat –Swedish Marine Industries Federation: Trade organisation for the Swedish Marine Industry, organising app 400 companies nationwide.
- Båtskroten Sverige AB: Swedens first commercial boat recycling company.
- Stena Recycling AB: Swedens leading recycling company with a nationwide network with more than 100 branches nationwide.

### System and functions

The base of the system is the Stena Recycling recycling facilities in a number of strategic locations throughout Sweden.

The base also includes Båtskroten Sweden AB, which will be the spider in the web for all logistics, customer contact, payment and contact with Stena Recycling and the network, until the boat being scrapped and recycled and away from the market.

Since we do not have any hopes of getting into some kind of scrapping premium, it is the boat's last owner who will pay. It means that in all stages must work to minimize customer costs for them to find it worthwhile to scrap their old boat.

## Summary

Båtskroten Sverige AB is the company that will receive all inquiries and orders from customers and to be the ones that make controlling, booking of transport, remediation and more. Stena Recycling is the company that will recycle the boat when it is empty of oil, fuel, batteries, etc.

In the stage between Båtskroten Sweden and Stena Recycling we need:

- PREPROCESSOR/rehabilitator, emptying the boat from fuel, LPG, oils etc. but also any parts that are of value;
- We need likely collection points, where they store a number of boats (mostly smaller boats) before Stena Recycling or another carrier pick them up. A company that is the collection point can also be preprocessor, and vice versa;
- Carriers that can collect/drop boats.

The system is supposed to be launched in autumn. We are now working to get ready:

- Price list for the customer, including decontamination, transport, disposal, etc.;
- Price list/remuneration for the members of the network, the applicable decontamination, collection, transportation and more;
- Cooperation agreement for members of the network;
- Quality assurance systems of the members of the network: The model for this is Sweboat's various self-monitoring covers the majority already use;
- Plan for the launching of the system through advertising, press releases, articles, etc.;
- Presentation in the Parliament was on April 16, the lobbying of the scrapping premium and the change in the law to take care of ownerless boats.

The system is called Båttretur, whose name and logo are owned by Sweboat, Båtskroten Sverige and Stena Recycling together. Network members have the right to use the name and logo.