

## Who pays for recycling?

Who pays for recycling of a sailing or motor yacht?

This is one big and open question awaiting an intelligent answer, fair to all stakeholders.

And of course one decisive factor is the price to be paid: Bearable, acceptable, budget-friendly?

In this new industry branch, still to be created, smart and fair regulations must be elaborated: Does it make sense to only incorporate a general fee in the acquisition price of a new yacht? A fee from which recycling shall be paid later on? Like it happens with computer sand cars in NL (where it is called "verwijderingsbijdrage", disposal contribution), besides other? In that case, the owner would automatically be charged with costs. And yacht brokers / vendors would have to deal with higher prices for the yachts. This solution is often favoured in countries where there still is no registration obligation for yacht owners.



[Norway near Lista: Not densely populated,  
that wonderful country.](#)

Or should the costs be more evenly spread, across multiple instances, such as: Boat designers, boat builders, yacht brokers, marina's, local communities, insurance companies plus the boat owners buying the yacht? My definition of "evenly"spread here looks like this: Not crippling the operability of marina's or related businesses by loading them with additional costs. Instead, actually help them resolve the problems of abandoned yachts there with financial incentives if they manage to organise transport and / or dismantling of the yachts.

Either way, sustainable yacht recycling for governmental and EU instances should become a strategic funding priority in the next years, for the reasons laid out on this site.



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