



HOLLAND
MARINE
INDUSTRY

Who pays for dismantling?

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Historical
experiences





5.000 km
waterways

1.100
marina's

+/- 500.000
boats





+/- 500.000
boats

40%

Study (no registration):

In the water

- at a marina 154.000
- outside a marina 43.500

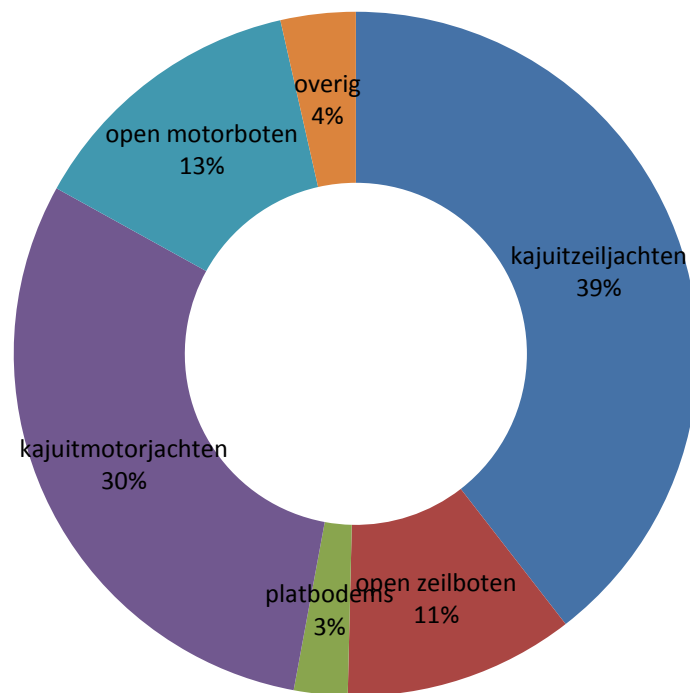
On shore

- in use 210.300
- not in use 100.000



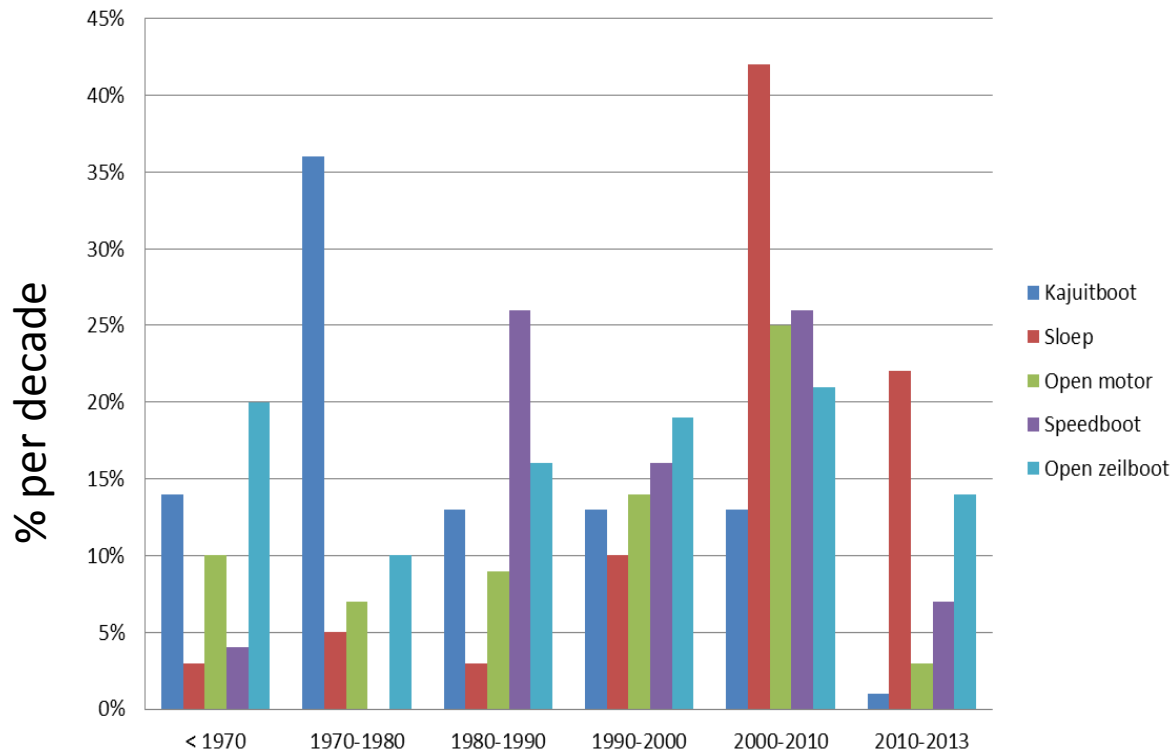
Pleasure crafts in het water:

- Sailing yachts 78.000
- Open sailing boats 21.500
- Old Dutch boats 5.000
- Motoryachts 59.500
- Open motorboats 26.500
- Divers 7.000





Age pleasure crafts



49%
cabincruisers
= 34 years or
older

38% sloops =
14 years or
older



Based on study 2014, boats to demolish:

Period	pieces	weight
• 0-5 jr	12.658 st	22.498 t
• 5-10 jr	24,682 st	43.871 t
• 10-15 jr.	35.172 st	62.517 t



Who is going to pay the bill (if any)?

Taxpayers?



- 60% of boats are found outside marina's
- Local/regional government takes care
- Seeking for owner before demolishing.

Marina owners?



- 40% of boats are found inside marina's
- Costs paid by boaters
- Seeking for owner before demolishing



Who is going to pay the bill?

Taxpayers?



Why should they?

Marina owners?



Why should the boat owners do so?

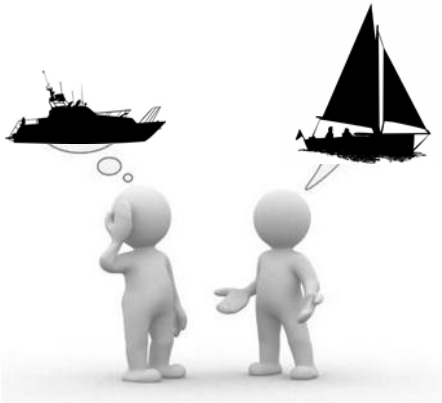
HISWA:
Gambling
tax !

It's their
boat!



Who is going to pay the bill?

Boat owners!



- End-of-life vs End-of-use
- Polluter pays principle.
- Registration before end-of-use.
- Disclaimer for last owner.

As long as there's a bill to pay!



HISWA:

- Easier search for boat owners
- Disclaimer for last owners and dismantlers
- Dismantling program for members
- Easier environmental permits
- Reducing transportation costs by decentral servicepoints
- Involved in R&D towards circular economy
- Involved in standards for sustainable building