



# EBI Newsletter

April 2022

## Contents

<b>EU News</b> .....	<b>2</b>
Sanctions against Russia following invasion of Ukraine & EBI FAQ.....	2
European Commission proposes to suspend all duties on imports from Ukraine .....	2
Commission proposal for new consumer rights and ban on greenwashing .....	2
Commission proposal on Sustainable Products Initiative .....	3
Proposal for renewed Industrial Emissions Directive .....	4
Guidelines for the sustainability of cruising and recreational boating in the Mediterranean .....	4
<b>EBI Activities</b> .....	<b>5</b>
EBI's embarks on EnviroNaut project to advance sustainability .....	5
Canadian luxury tax for boats .....	6
Fundraising appeal for Ukraine: target of 10,000 € already reached .....	8
EBI-ICOMIA Working Group on Charter: Invitation to join .....	8
EBI co-organised workshop at influential European Maritime Day 2022 .....	9
<b>Public Consultations</b> .....	<b>9</b>
Cyber resilience act – new cybersecurity rules for digital products and ancillary services .....	9
Single market – EU instrument to guarantee functioning of single market during emergencies.....	9
Package travel – review of EU rules .....	10
<b>Funding</b> .....	<b>10</b>
EU ECO-TANDEM PROGRAMME Call for Participation.....	10
Interreg call for projects .....	10
<b>Calendar</b> .....	<b>11</b>

## EU News

### Sanctions against Russia following invasion of Ukraine & EBI FAQ

Following the Russian invasion of Ukraine, a number of strict sanctions have been put in place by the EU. This includes several measures that have a **direct or indirect impact on the recreational boating industry** in Europe.

The latest measure impacting the sector is a **prohibition on access to EU ports for vessels registered under the flag of Russia**, as well as vessels that have changed their Russian flag or registration to any other State after 24 February 2022. This includes (according to the definition of “vessel”) ships falling within the scope of the relevant international conventions, **yachts of at least 15 metres** (that do not carry cargo) and carry a maximum of 12 passengers, **recreational craft or personal watercraft** as defined in Directive 2013/53/EU (Recreational Craft Directive). The measure entered into force from 16 April 2022. The access prohibition does not apply in emergency situations (need of assistance, seeking a place of refuge, emergency port call for reasons of maritime safety, or for saving life at sea).

An overview of the sanctions by the EU can be found on the [European Commission’s website](#). EBI also provides detailed information to members in a **dedicated FAQ** that includes feedback to specific questions from the European Commission available through EBI members. Further feedback on practical questions can be requested.

### European Commission proposes to suspend all duties on imports from Ukraine

The European Commission has proposed to suspend all import duties on all Ukrainian exports to the EU for one year. This far-reaching step is designed to help boost Ukraine's exports to the EU. This also covers recreational boats, specifically products under CN code 8903 “Yachts and other vessels for pleasure or sports; rowing boats and canoes”. The proposal needs to be agreed by the European Parliament and the Council of the EU. More information can be found [here](#).

### Commission proposal for new consumer rights and ban on greenwashing

As part of its focus on advancing the circular economy and the European Green Deal, the European Commission presented a proposal to update EU consumer rules with the aim to support consumers for the green transition. The updated rules should support consumers to take informed and environment-friendly choices when buying their products.

Specifically, the Commission is proposing to amend the **Consumer Rights Directive** to oblige traders to provide consumers with information on **durability and reparability** of products. Producers and sellers have to decide on the most appropriate way to provide this information to the consumer, either

on the packaging or in the product description on the website. It must be provided before the purchase and in a clear and comprehensible manner.

The Commission is also proposing to amend the **Unfair Commercial Practices Directive**. The list of product characteristics about which a trader cannot mislead consumers is expanded to cover environmental or social impact, as well as durability and reparability. New practices are added that are considered misleading after a case-by-case assessment, such as making an environmental claim related to future environmental performance without clear, objective, and verifiable commitments and targets, and without an independent monitoring system. The Directive is also proposed to be amended by adding new practices to the existing list of prohibited unfair commercial practices (so-called 'black list').

The Commission's proposals will now be discussed by the Council and the European Parliament. More information on the proposals can be found [here](#).

### **Commission proposal on Sustainable Products Initiative**

At the same time as the proposal on banning greenwashing and enhancing consumer rights, the Commission presented the proposal for a **Regulation on Ecodesign for Sustainable Products** addresses product design, which is seen as determining up to 80% of a product's lifecycle environmental impact. It sets new requirements to make products more durable, reliable, reusable, upgradable, repairable, easier to maintain, refurbish and recycle, and energy and resource efficient.

Product-specific information requirements will ensure consumers know the environmental impacts of products purchased. All regulated products will also have Digital Product Passports. This will make it easier to repair or recycle products and facilitate tracking substances of concern along the supply chain. Labelling can be introduced as well.

The proposal extends the existing **Ecodesign framework** by covering the broadest possible range of products and by broadening the scope of the requirements with which products are to comply. Criteria will be set for energy efficiency, as well as circularity and overall reduction of the **environmental and climate footprint**. The proposal sets a framework and a process through which the Commission will **progressively set out requirements for each product or group of products**. The current Working Plan under the existing rules currently does not cover products specific to the recreational boating industry.

The Commission's proposals will now be discussed by the Council and the European Parliament. More information on the proposal can be found [here](#).

## Proposal for renewed Industrial Emissions Directive

In April, the Commission presented a series of proposals aimed at creating a **new revised framework capable of accompanying industry in a long-term green and circular transformation**, which aims to deliver beneficial results for both the environment and people's health. This will change the Industrial Emissions Directive (IED).

The proposals are based on existing legislation and build on it, **focusing on Best Available Techniques (BAT)** that are at the core of the Directive. With this revision, the BATs will be promoted, reinforcing their current aspects, promoting their **wider adoption** and **boosting their effectiveness**.

The main aspects of the revision are:

- Member States permitting authorities will have to **tighten pollutant emission limit values**.
- The IED will **encourage innovation** and ensure that existing **technologies** are kept up to date. Along these lines, a **new Innovation Centre for Industrial Transformation and Emissions** will be set up under the EU framework to prevent and control industrial emissions.
- The **coverage of the IED** will be **extended** to cover other industrial and livestock farming activities.
- **Energy, water and material resource efficiency and reuse** will receive increased attention, promoting the use of safer and less toxic (or non-toxic) chemicals in industrial processes.
- It will ensure that **depollution and decarbonisation techniques** work together to improve environmental and human health outcomes and benefits, contributing to EU's 2030 zero pollution and net zero carbon objectives and the long-term EU's 2050 objectives for climate neutrality

In addition, the Commission intends to facilitate **public access to information** and the whole permitting process, a measure that is particularly useful for those living close to an industrial plant.

To read the Commission's proposals, click [here](#). The proposal will now be discussed by the European Parliament and Council of the EU for adoption.

## Guidelines for the sustainability of cruising and recreational boating in the Mediterranean

Developed by the so-called [Blue Growth Community](#), which consists of several EU-funded project, the Guidelines for the **sustainability** of cruising and **recreational boating in the Mediterranean** were presented.

**Five major challenges** have been identified for both sectors: **1)** Eliminating atmospheric emissions of pollutants and greenhouse gases; **2)** Safeguarding ecosystems and biodiversity; **3)** Eliminating water

pollution (chemical, organic, wastewater effluents), preventing waste generation and improving waste management; **4)** Boosting knowledge and innovation; and **5)** Avoiding the impacts on local socio-economic systems.

Key elements of the Guidelines include the overall sustainability objectives for both sectors, suggested solutions to sustainability challenges, a list of high-impact actions for each sector and topic, as well as sustainability indicators. Case studies are also provided specific to the recreational boating industry, namely on the **Portofino Marine Protected Area (MPA)** and the **French Clean Harbours certification**.

EBI provided substantive input to the draft report in relation to its policy recommendations and overall practical and technical considerations from the boating industry. The main concern was confusion of the cruise and boating sector, which has been improved but not resolved in the final report. Improvements from the draft report can be seen in several crucial areas, such as a recognition of different environmental impact of cruise and boating, recognition that most boats are below 8-10m, and that the sector has a specific transition pathway.

The full Guidelines can be downloaded [here](#).

## EBI Activities

### EBI's embarks on EnviroNaut project to advance sustainability

European Boating Industry has come together with five other European organisations under a project called ENVIRONMENTAL Officer in the NAUTICAL Tourism Industry ([EnviroNaut](#)). This project aims to **bridge the gap between the training and skills needed in the boating industry**, while enhancing the **positive environmental impact** that the recreational boating sector can have and responding to targets set by the European Green Deal and the UN Sustainable Development Goal 14.

During the next two years EnviroNaut partners will work to develop the first ever **Environmental Officer curricula**. The resulting course will be online, free and accessible to all. It will give employees, current and prospective, the foundation to implement environmental practices in their businesses and key career skills. Giving the industry, (marinas, water sports companies, skipper services, maritime / nautical schools and other training institutions, charter companies - and all other stakeholders), a state-of-the art tool to **close the knowledge gap** between employees, practitioners and the legislation in place to protect and preserve our oceans will enable nautical tourism companies to move towards more sustainable practices.

EBI's recognised expertise makes it a key partner connecting organisations across Europe. EBI, as the main representative of the recreational boating sector in Europe, will provide a comprehensive insight

into the challenges and objectives of the sector and how to meet them. On top of its European expertise, EBI oversees the dissemination and will ensure that EnviroNaut is developed in such a way that there is a standardisation of environmental skills at European level.

If you don't want to miss any of the planned EnviroNaut activities, please click [here](#) to be added to the project's Stakeholder & Engagement Platform and follow the project on [Twitter](#), [Facebook](#) and [LinkedIn](#)!

EBI members will be involved in the next two years in shaping the curriculum and final qualification. If you or any members of your network want to be more involved, please click her to sign up to the Stakeholder Engagement Platform.

### Canadian luxury tax for boats

The Canadian government has presented draft legislation for the introduction of a tax on the sale of new luxury cars and aircraft with a retail sale price over \$100,000, and **new boats over \$250,000**. The tax would be calculated at the lesser of 20 per cent of the value above these price thresholds or 10 per cent of the full value of the luxury vehicle, aircraft or vessel. Any improvements valued at more than \$5,000 made by the purchaser within 12 months will also be subject to the luxury tax. It covers **both domestic production and imports**. Sales contracts signed before April 20, 2022, are considered exempt from the luxury tax. Other sales orders must be delivered to customers before September 1 to avoid the scheme.

EBI has been active on the issue for the last few months to advocate for the interests of the European industry. At **international level**, this has included coordination with NMMA Canada and a joint letter to the Canadian Government with ICOMIA. At **European level**, EBI has been in constant communication with the European Commission to provide data on potential impact and supporting argumentation. The aim is to support the Commission in its dialogue with the Canadian government in averting impact on European exporters. Most recently, EBI has been successful in having strong references included in the official EU response to the consultation on the tax legislation by the Canadian government. Below is extract from the **European Commission response** to the Canadian government:

*The EU calls on Canada to ensure that the measure **does not discriminate against goods which are exported from the EU**, compared to domestically produced like goods placed on the Canadian market, or in comparison with like products imported from other countries.*

[...]

*The **European boating industry** has flagged very similar concerns. Although in terms of quantity, the share of EU boats imported into Canada is only some 1% of total Canadian*

European Boating Industry

6

*imports of boats, in terms of value, the boats imported from the EU account for some **40% of total Canadian imports** and consist mostly of high value yachts, pleasure and sports boats. Local production in Canada consists mainly of small personal watercraft of lower value.*

*[...]*

*The EU calls on Canada to facilitate the **decarbonisation** of its transport sector by **excluding zero and low emitting vehicles** from the scope of the measure.*

*The EU welcomes Canada's recently announced target of 100 percent zero-emission motor vehicle sales by 2035. Yet, the proposed tax risks to negatively affect the achievement of this target. The transition to a more environmentally friendly transport sector will, at least in the medium term, result in increased prices for cars, **boats** or aircrafts due to the innovative characteristics and technologies used in less emitting vehicles.*

*[...]*

*The EU calls on Canada to adjust the level of the proposed thresholds, so the measure takes into account the high **post-Covid 19 inflation** and the risk of further raw materials price increases due to Russia's invasion of Ukraine.*

*Rising inflation in the period of post-Covid-19 pandemic coupled with the risk of further raw materials price increases due to Russia's invasion of Ukraine are likely to result in **increases in prices** of motor vehicles, **boats** and aircraft. According to publicly available information, in the period December 2020 – December 2021 car prices in Canada already rose by 12.7%. Thus, rising inflation could lead to nonluxury vehicles and **recreational boats rented or used by ordinary people falling under the measure**, aggravating the **damaging effect of the proposed luxury tax**.*

Subject to Parliamentary approval, the luxury tax would come into effect on 1 September 2022. More information on the proposal can be found [here](#).

## Fundraising appeal for Ukraine: target of 10,000 € already reached



The current situation in Ukraine casts a shadow on Europe. Many in the recreational industry have been closely working with Ukrainian colleagues for years. The EBI Council took the decision to launch a **fundraising campaign** under the theme of "**European Boating Industry for Ukraine**". For this, EBI is working with the German charity [Action Medeor e.V.](http://www.actionmedeor.de), which specialises in the **delivery of emergency medical supplies** to war and crisis areas. In view of the current developments, in which more and more civilians are involved, there is a great need for this support. Action Medeor delivers - as long as it is possible, and the borders can be passed - directly to Ukraine and has already

built up its own infrastructure and logistics on the ground. The target of 10,000€ has already been reached.

The donation page can be found [here](http://www.actionmedeor.de/wassersport) and is active until 7 May 2022 at least. Action Medeor is certified and issues corresponding donation receipts (under German law only).

## EBI-ICOMIA Working Group on Charter: Invitation to join

Together with our partner ICOMIA, EBI has launched a new **Joint Working Group on Charter**. It has the aim to support the charter sector grow and develop with concrete activities and support at European (EBI) and global (ICOMIA) level. The scope of work of this working group is as outlined below:

### Boating licenses (EBI led)

- facilitate mutual recognising of professional skipper licenses, as well as private skipper licenses
- create a reference list of equivalent bareboat skippers' licenses, and provide details of current license requirements in Europe

### European valid contract conditions (ICOMIA led)

- encourage alignment on contractual matters by seeking to establish standard contracts

### Improve charter conditions and ease to doing business

- support increased safety guidance and training
- support any work related to trade barriers



EBI members are invited to join the Working Group that is open to representatives of all full and sustaining members. Interested members should contact the EBI Secretariat to become involved. The first meeting of the Charter Working Group will take place on **10 May** from **11:00 – 12:00 CEST**.

### **EBI co-organised workshop at influential European Maritime Day 2022**

EBI is attending the upcoming [European Maritime Day \(EMD\)](#) in Ravenna, Italy (**19 & 20 May**). The EMD is the annual event where ‘Oceans Leaders meet’ to discuss the most pressing **issues affecting European maritime community**, and find ways to move the blue economy forward. It is organised by the European Commission and takes place in a different country each year.

This year, EBI is co-organising a workshop on: "**Knowledge and Skills gaps in the blue sector: Towards sustainable blue growth**" taking place on **19 May** from **15:45 – 16:45**.

This workshop will be the opportunity to present to EU policy-makers and stakeholders the nautical tourism sector as well as providing a space for debate in which marine stakeholders will discuss the **challenges facing the next generation of marine professionals** as well as the **skills and capabilities needed to meet the goals of the blue economy** and deliver sustainable ocean businesses. The workshop will also present the EnviroNaut project and provide opportunities for involvement.

EMD 2022 is a hybrid event, and participants will have the opportunity to join either in-person or virtually. Registrations are **open until 12 May**, click [here](#) to register.

## **Public Consultations**

### **Cyber resilience act – new cybersecurity rules for digital products and ancillary services**

The aim for the Cyber Resilience Act is for the EU to become a leader in cybersecurity. This could be achieved through legislation on horizontal requirements. Through this consultation, the Commission would like to gather stakeholders’ views on **1)** current and emerging problems related to the cyber security of digital products and associated services, including non-embedded software; **2)** possible policy approaches to address such problems, the available options and their potential impacts; and **3)** evidence and data underpinning the identified problems.

The consultation can be found [here](#) and is open until 25 May.

### **Single market – EU instrument to guarantee functioning of single market during emergencies**

The single market emergency instrument (SMEI) aims to put in place a flexible and transparent mechanism to respond quickly to emergencies and crises that threaten the functioning of the single

market. The initiative will ensure the coordination, solidarity and coherence of the EU crisis response and protect the single market's functioning, ensuring **1)** continued free movement of goods, services & people, **2)** smooth-running supply chains, and **3)** availability and access to goods & services. This should take into account the lessons learned from the COVID-19 crisis where all three areas were under threat, which has been shown again in the current Ukraine crisis.

The consultation can be found [here](#) and is open until 11 May.

### **Package travel – review of EU rules**

The European Commission is carrying out a deeper analysis into whether the current EU rules achieve robust and comprehensive consumer protection at all times. The analysis will cover the rules governing insolvency protection and will take into account the relevant actions announced in the Sustainable and Smart Mobility Strategy to protect passengers' rights. Through this public consultation, the Commission seeks information from stakeholders that may have an interest or expertise in the Package Travel about their experiences, perceptions and opinions regarding the application of the current rules and about the potential impacts of options for future action.

The Consultation can be found [here](#) and is open until 10 May.

## **Funding**

### **EU ECO-TANDEM PROGRAMME Call for Participation**

Funding programme: COSME

Topic: Boosting sustainable tourism development and capacity of tourism SMEs through transnational cooperation

Deadline: 15 May

More information can be found [here](#).

### **Interreg call for projects**

Funding programme: Interreg

Topic: Open call according to five thematic EU priorities and one non-thematic issue on better governance

Deadline: 31 May

More information can be found [here](#).


## Calendar

- 19 – 20 May** European Maritime Day (Ravenna, Italy)  
Registration for in-person & online participation [here](#)
- 19 May, 15:45 – 16:45 CEST** EBI workshop at European Maritime Day  
Registration for in-person & online participation [here](#)
- 14 June, 14:00 – 16:00 CEST** Council meeting (JPI Oceans Office, Rue du Trône 4 & Zoom)
- 14 June, 16:00 – 17:30 CEST** General Assembly (JPI Oceans Office, Rue du Trône 4 & Zoom)
- 12 July, 15:00 – 17:00 CEST** Executive Committee (Zoom)

*If you would like to promote your events, news or activities in the EBI newsletter, please reach out to the EBI Office ([office@europeanboatingindustry.eu](mailto:office@europeanboatingindustry.eu))*

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For more information on ongoing EBI activities, please follow EBI on social media:

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11