



EBI Newsletter

November - December 2022

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End-of-Year Message from the President

Dear Colleagues, dear Friends,

I would like to wish you all happy holidays and a happy new year.

This year has been successful, with our industry rising to the challenges at national and European level. We are successfully navigating challenges, both old and new, proving that the boating industry is a resilient and important industry in Europe.

EBI has grown both in numbers and in its presence in the European institutions. In 2022 we have rebranded the association with a new strategy which has paid off. We have met regularly with both MEPs and the European Commission and have made it possible for all members visiting Brussels to do so and to advance our collective goals.

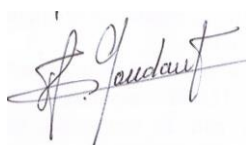
As a result of this good and constant relationship with the European institutions, FBI has gained a privileged place in decisions concerning the sector. The association was not only invited to present the sector to the European Parliament Transport and Tourism Committee, but has also, together with the European Commission, drawn up a roadmap on one of the most relevant issues for the sector, the end-of-life of boats, which will be presented publicly very soon. Many more positive developments are in the making already.

The year ahead is already looking promising, starting with an extended partnership with boot Düsseldorf and two top-class events, the well-known International Breakfasts Meeting and the new Blue Innovation Dock, for which EBI has brought together more than 80 speakers from politics and industry to discuss how to move forward and prepare the sector for the future around innovation and sustainability.

All this would not have been possible without the constant work and invaluable support of our most valuable asset: our members. That is why, in this last newsletter (until 2023), we would like to say a special thank you to all of you.

Here is to an successful 2023! We look forward to continue working with all of you and I hope to see you all at our next General Assembly in January.

Best regards and happy holidays,



European Boating Industry

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EU News

Update on the next revision of the RCD

As previously reported, the **European Commission has published both of its reports on the Recreational Craft Directive (RCD)**. They provide some initial points for a **future revision of the Directive**, such as broadening the scope of engines, types of vessels, emission reduction, and some other key areas.

Further information has since been received from the Commission on the next steps. The Commission is still interested in revising the Directive and incorporating new elements to advance sustainability and many other areas but has highlighted to EBI that an **entirely new development process is required** that will consist of a public consultation, evaluation, and full impact assessment. The timeline for this has not been set, but **it will not take place during the current legislative mandate** of the European Parliament and Commission (ending in 2024). It is therefore likely that any new proposal will be presented only in 2025 or later.

However, the **current phase is critical** to develop an understanding of the industry's position in the EU institutions. For this purpose, EBI has developed a comprehensive position paper on **"The Future of the RCD"** with its members that is being discussed with the key policy-makers at EU level. EBI already presented the key points from the position paper at the RCD Expert Group in presence of the European Commission, Member States, and stakeholders. The position paper is provided upon request by the EBI Office.

EU institution calls for new maritime industrial strategy with recreational boating focus

The European Economic and Social Committee (EESC) adopted an opinion calling for **an industrial strategy for the maritime technology sector**.

The EESC is a consultative body made up of representatives of workers' and employers' organisations and other interest groups that acts as a bridge between the EU decision-making institutions and its citizens. It delivers opinions on EU issues to the European Commission, the Council of the EU and the European Parliament.

The strategy highlights **3 main working areas**: market access and conditions; employment and skills, access to finance and research and development and innovation. Finally, the EESC calls for the creation of a **"Maritime Expert Group"** and a **"European industrial alliance for the maritime technology sector"** as two tools to improve and regain global competitiveness for the Maritime Technology sector.

European Boat Industry attended the meeting where the industrial strategy for the maritime technology sector was discussed and subsequently **contributed to the recently published strategy**. EBI tabled a number of amendments, reminding the committee that the recreational boating industry remains fundamentally **#MadeInEurope** and must be protected, EBI also pointed out that there is still work to be done in a number of areas such as the **recycling of end-of-life vessels**. Several of the EBI's recommendations have been taken into account

You can read the strategy [here](#).

Autumn 2022 Economic Forecast: The EU economy at a turning point

According to the autumn economic forecast of the European Commission, , the EU economy has now entered a much more **challenging phase** after a strong first half of the year.

Although growth in 2022 is set to be better than previously forecast, the outlook for 2023 is significantly **weaker for growth and higher for inflation**, the largest threat comes from adverse developments on the gas market and the risk of shortages, especially in the winter of 2023-24. Amid the impacts of Russia's war against Ukraine, **elevated uncertainty**, high energy price pressures, erosion of households' purchasing power, a weaker external environment and tighter financing conditions are expected to tip the EU, the euro area and most Member States into recession in the last quarter of the year.

The inflation rate is yet to peak before gradually easing and decline in 2023 (remaining at 9.3%) and moderate to 3% in 2024.

Despite the challenging environment, **the labour market has continued performing strongly**, with employment and participation at their highest and unemployment at its lowest in decades.

You can read the full forecast [here](#).

Mapping of ecological vulnerability to tourism and boating in the Mediterranean

Developed by the EU-funded Destimed project, a mapping tool has been created **to identify ecological vulnerability to tourism in the Mediterranean Sea**. This includes a number of indicators specific to boating and nautical tourism, such as moorings per km of coastline, marinas influence area, and pleasure craft traffic. These indicators can be combined on the map with other key data, such as Marine Protected Areas, activity of other tourism sectors, and biodiversity. The tool can be of use to policy-making and scientific deliberations at local, regional and European level.

The mapping tool can be found [here](#).

Zero pollution and Biodiversity: First ever EU-wide limits for underwater noise

Underwater noise due to human activities at sea can harm marine biodiversity. EU experts have adopted recommendations on maximum acceptable levels for impulsive noise (such as oil and gas exploration and extraction) and continuous underwater noise. Maritime traffic is the main source of continuous underwater noise.

The new limits mean, that to be in tolerable status, no more than 20% of a given marine area can be exposed to continuous underwater noise over a year. Similarly, no more than 20% of a marine habitat can be exposed to impulsive noise over a given day, and no more than 10% over a year. **These limits are the first at global level and are part of the EU's Zero Pollution Action Plan.**

The threshold values have been developed under the Commission's Marine Strategy Framework Directive. It requires EU Member States to develop and implement strategies to protect the marine environment, covering biodiversity and several types of pollution. To respect these limits, Member States will need to implement appropriate measures in their marine strategies, for example by reducing ship-generated noise, designing methods to minimise impulsive noise by design or setting spatial restrictions for human activity. This will also be done and coordinated at regional level with the support of the Regional Sea Conventions.

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

Zero emission vehicles by 2035: first 'Fit for 55' deal

The European Parliament and Council reached an agreement ensuring all new cars and vans registered in Europe will be **zero-emission from 2035**. The agreement is meant to send a strong signal to industry and consumers: **Europe is embracing the shift to zero-emission mobility** and an acceleration on the production and sale of low emissions vehicles is expected.

This agreement aims to encourage the acceleration in the production and sale of low-emission vehicles, starting the transport sector on the road to climate neutrality by 2050. Once formally adopted by the European Parliament, the new legislation will be one of the cornerstones of the **European Green Deal**, with the aim to make the EU's automotive transport more sustainable, providing cleaner air for Europeans and showing the EU's commitment to reach its climate goals. While without any direct consequences on the **recreational boating market** in terms of regulation, its **impacts have to be taken into account** by all connected sectors. Impacts may appear in terms of engine availability, supply chains, fuel market, and consumer demands.

You can read more [here](#).

EU adopts new sustainability reporting rules for multinationals

The Corporate Sustainability Reporting Directive (CSRD), has been adopted by the European Parliament and Council of the EU and will make businesses more publicly accountable by obliging them to regularly **disclose information on their societal and environmental impact**, ending greenwashing, strengthening the EU’s social market economy and laying the groundwork for sustainability reporting standards at global-level.

The CSRD introduces more detailed reporting requirements on companies’ impact on the environment, human rights and social standards, based on common criteria in line with EU’s climate goals.

The application of the regulation has been scheduled in four steps:

- I. Reporting **in 2025** on the financial year 2024 for **companies already subject** to the NFRD;
- II. Reporting **in 2026** on the financial year 2025 for **large companies that are not currently subject** to the NFRD;
- III. Reporting **in 2027** on the financial year 2026 **for listed SMEs** (except micro undertakings), small and non-complex credit institutions and captive insurance undertakings;
- IV. Reporting **in 2029** on the financial year 2028 **for third-country undertakings with net turnover above 150 million** in the EU if they have at least one subsidiary or branch in the EU exceeding certain thresholds.

Listed SME’s include:

| Category | Criteria | Implementation Date |
|--|---|--|
| EU small and medium-sized undertakings ("SMEs") that are listed on EU regulated markets (and which are not micro-undertakings) | Must have securities listed on a regulated EU market; and meet two of the following criteria: Balance sheet total: EUR 4 million; Net turnover: EUR 8 million; and/or An average of 50 employees during the financial year. | Reporting due from 2027 for financial years starting on or after 1 January 20267 |

Source: White & Case, 2022

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

New European agenda for tourism approved by EU countries

The Council of the EU, representing EU countries, has adopted formal conclusions setting out a **European Agenda for Tourism 2030**, which includes a multi-annual EU work plan to help Member States, public authorities, the Commission and stakeholders make **the tourism sector greener and more sustainable, resilient and digitalised**.

Council conclusions are not legally binding, but they have a strong influence on European policies, as they are the main instrument by which the Council guides the political agenda of the European Union, determining the objectives and actions to be taken.

Tourism is a key industry for the European economy but, it has been negatively affected by the Covid-19 crisis and the war in Ukraine. Around 11 million jobs in the EU tourism sector were affected by the pandemic in 2020.

For these reasons, the European Agenda for Tourism 2030 emphasises the need **to protect the tourism sector** and, at the same time, **develop a forward-looking vision** to take advantage of the willingness of many Europeans to change their travel and tourism habits so as to become more sustainable and responsible.

The full Conclusions and more information is available [here](#).

Extension of the recognition period for CE marking in the UK

The UK Government has **extended the recognition period for CE marking in Great Britain until 31 December 2024**. Some key takeaways for members to be aware of:

- Starting in January 1st 2025, most goods being placed on the market or put into service in Great Britain, including recreational craft, will have to comply with the new UK Conformity Assessed.
- Conformity assessment activities for CE marking undertaken before 31 December 2024 will be allowed to be used as a basis for UKCA marking until the expiry of the certificate or until 31 December 2027, whichever is earlier.
- Companies will continue to be able to affix the UKCA marking and include importer information for products from EEA countries on an accompanying document or label until 31 December 2027.

The relevant legislation has now also been published and can be found [here](#). More information can be found in the [website of the UK Government](#).

Parliamentary question on private yachts

During the month of September, several **MEPs from the GREENS/EFA Parliamentary group submitted a written question** to the European Commission expressing their concerns and calling for more transparency on private yachts to protect the environment and prevent tax evasion.

Later in the month, one of the group members, **MEP Karima Delli**, chair of the European Parliament Transport and Tourism Committee, **invited EBI to the European Parliament** to present the sector at a public hearing on the advancement of on-water recreation and tourism. On the occasion, EBI's Secretary General, Philip Easthill introduced EBI and the recreational boating sector to the Members of the European Parliament. He also explained that most of the sector is made up of SMEs and that when speaking of nautical tourism, the **majority of vessels are less than 24 metres in length**, meaning that the **environmental impact they can have is far from what MEPs were concerned** about when they submitted their written question to the Commission.

The European Commission answered the question mentioning an ongoing study to “determine the feasibility of inter-connecting national asset registers to combat tax evasion and money laundering, including creating registers when they do not already exist, the outcome of which is expected in 2023”

You can read the full question [here](#) and the answer [here](#).

OECD Tourism Trends and Policies

The 2022 edition of Organisation for Economic Co-operation and Development, OECD's biennial Tourism Trends and Policies analyses tourism performance and policy trends to support recovery across 50 OECD countries and partner economies. It examines the key **tourism recovery challenges** and outlook ahead, and highlights the need for **co-ordinated, forward-looking policy approaches** to set tourism on a path to a more resilient, sustainable and inclusive future.

Tourism policy priorities, reforms and developments are analysed and examples of country practices highlighted. Thematic chapters provide insights on building resilience in the tourism ecosystem and promoting a green tourism recovery.

You can read the report [here](#).

Evaluation of the EU's New Legislative Framework, also covering the RCD

The New Legislative Framework (NLF) for EU product legislation is in place since 2008 and contains a **template and a common toolbox** for Union product legislation. It aims to improve the Internal Market

and boost the quality of conformity assessment of products. Currently, there are 23 pieces of legislation aligned to the NLF. These include the **Recreational Craft Directive** (RCD). The European Commission carried out an evaluation of the NLF to understand whether it is still fit for purpose given the many external factors that have changed since 2008.

Since adoption of the NLF, industry and products have transformed radically, in particular due to the digitalisation and the circular economy. The evaluation also reassesses whether the conformity assessment procedures still ensure that products placed are safe and compliant. In addition, it is necessary to assess whether the NLF is also sufficiently able to cope with an increasing demand for integration of environmental aspects into product legislation. EBI contributed to the evaluation through participation in the **public consultation and targeted interviews**.

The assessment shows that the NLF has contributed strongly to the achievement of a high level of protection of public interests, fostering the free movement of products within the Single Market and establishing a common harmonisation framework. Related to the Recreational Craft Directive or of interest to EBI members, a number of elements are mentioned that are summarised below:

- The **Post-Construction Assessment** module in the RCD, the only instance of this in all NLF Directives, could be a template for conformity assessment of modification and refurbished products in other legislation too, encouraging the circular economy approach
- **Digitalisation** is seen as offering a simplification of administrative procedures related to **CE marking and product information** requirements, as well as develop a **digital product passport**
- Recreational crafts feature among the **lowest numbers of market surveillance safety alerts** of the 16 sectors covered; with only 20 out of 10,810 alerts in the last years (0,19%); in comparison there were 5,351 alerts for toys and 929 for Personal Protective Equipment

The next steps for the evaluation are not yet communicated by the European Commission, but the results may feed into a future revision of the NLF. This will then also have implications for the RCD, in terms of adapting to any new framework.

EBI will continue to monitor the next steps and provide further input where relevant.

EBI Activities

boot Düsseldorf comes back in person with two events co-organised together with EBI

boot Düsseldorf returns to its traditional in-person format in January 2023 and European Boating Industry, as part of its extended partnership agreement will organise two high-level events: the already established **International Breakfast Meeting** (IBM) and the new **Blue Innovation Dock** (BID).

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In its eighth edition, the International Breakfast Meeting will focus on one of the main challenges facing the sector today: **the lack of labour with the skills the industry needs**. On **Tuesday 24 January 2023**, take advantage of an appointment with a panel of high-level speakers from the sector, associations and European institutions to discuss the present and future of boating. You can learn more about the IBM [here](#) and register now [here](#).

The **Blue Innovation Dock is the new platform that brings together visionaries, investors and politicians** to make the industry fit for the future. It will take place as part of boot Düsseldorf from January 21-29. It convenes the key players on a dedicated stage in Hall 10 with exciting sessions throughout the 9 days of the show. No registration is required.

You can learn more about the BID [here](#).

Composite, wind, and boating sector come together to accelerate cement co-processing recycling

With common challenges in the recycling of composites, **the recreational boating sector came together with the composite sector, and wind energy sector to start a dialogue** with the cement sector around composite co-processing recycling. Organised by each sector's European association, including EBI, a workshop took place to discuss the **regulatory, technical and market challenges for recycling of composite waste** in cement production.

The composite sector's association, EuCIA estimates that the **annual composite material waste accounts for 400 kt or about 3% of the plastic waste in Europe**. Between 40% and 70% of composite material waste is either placed on landfills or is being incinerated (without recovery). Sustainable treatment of composite material waste is therefore essential. Today cement co-processing is the only waste treatment for composite material waste that has an established value chain and that can easily take and dispose of the expected volumes of waste material. Other sustainable waste treatment technologies exist, but industrial facilities are limited.

Co-processing of composite material (and other) waste is a particularly promising waste stream for the cement sector. Composite material waste has the additional benefit of also substituting the raw materials for clinker production. The glass fibre content acts as a good substitute for raw silica (quartz sand). This reduces both the sector's carbon footprint at production and upstream as less raw material needs to be mined. A lifecycle assessment shows each tonne of composite waste that is co-processed can help to avoid up to 0.9 tonnes of CO₂ emissions.

Composites with glass fibre reinforcements are suitable for cement co-processing as the core molecules are vital raw materials for cement production. This means all the material components of

the glass fibres are recovered within the cement. The resin matrix is recovered as energy substitution (fuel) regardless of whether it is epoxy, polyester, or vinyl ester.

Several cement plants in Europe already engage in co-processing of waste material. They have enough volume to easily treat all the composite material waste. However, there is only one facility that actively uses composite material waste in its cement co-processing kiln. A recent pilot project in Finland involving Finnsementti could lead to a second commercial application of co-processing composite material waste in the cement industry. It also proved the viability of this recycling pathway.

The biggest barrier to scaling up the use of composite material waste in the cement industry is the lack of supply and of homogeneity within the composite waste material. Securing such a stable, continuous supply of a homogenous waste stream requires a better waste management framework that facilitates the pooling and processing of composite materials waste from different sectors.

Together with the other associations, EBI believes that composite co-processing can make an active contribution to providing a sustainable recycling pathway for end-of-life composite waste from all sectors. Based on this common understanding, further actions are planned to tackle the challenges and make co-processing a solution used in practice. EBI will continue to engage and be an active partner in this joint approach.

The full report from the workshop can be found [here](#) and the slides [here](#).

The cross-sectoral cooperation was continued with the participation of EBI, through its Secretary-General, at the annual End-of-Life Issues and Strategies Seminar. Organised by WindEurope, it brought together the key players around recycling of wind blades. In a dedicated panel, the opportunities and challenges for cooperation at cross-sectoral level were discussed.

EBI takes active role in public-private partnership on alternative fuels

Previously accepted as **full members of the Renewable and Low-Carbon Fuels Value Chain Industrial Alliance**, EBI continues to engage with this key topic to find effective decarbonisation solutions for the boating industry. The aims of the Alliance, initiated by the European Commission and the fuel industry, is to ensure that **aviation and waterborne transport have sufficient access to renewable and low carbon fuels**. For the boating sector, this is a key solution to reduce CO2 emissions from the existing boat fleet as well as for new boats where decarbonisation solutions through propulsion are difficult to implemented.

Within the Alliance, EBI is now also represented at the Roundtable on Production Pathways and Value Chain for waterborne transport. EBI's representative is **Fredrik Ekroos, CEO of Seapoint/Juva Shipping**. The company operates the leading marine fuel station network in Finland and is the first to

include renewable diesel. The Group will look at technical, operational, and economical issues to **advance the availability of alternative fuel for the entire waterborne sector**. The Roundtable will discuss any type of alternative fuel – hydrogen, hydrogen derivatives, biofuels and synthetic fuels, while assessing the feasibility of their utilization. The next meeting will take place by the beginning of 2023.

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

Adoption of EU Research & innovation Programme for next two years

The Commission adopted the **work programme** of the EU's Research & Innovation fund **Horizon Europe, for the period 2023-24**. It has a value of around **€13.5 billion** with the aim to pursue breakthrough solutions for environmental, energy, digital and geopolitical challenges.

Several potentially **interesting project calls for the boating industry** can be found in different parts of the work programme, including in relation to industrial processes, circular economy, supply chains, digitalisation, and a number of other areas. The first calls for proposals have opened on the [EU Funding & Tenders Portal](#). [Horizon Europe Information Days](#) targeting potential applicants are taking place until 16 February 2023.

The full Work Programme for the next two years can be found [here](#). EBI will monitor open and upcoming calls to signal relevant ones in the next newsletters.

Update on sanctions against Russia following the invasion of Ukraine & EBI FAQ

The European Union updated the sanctions package against Russia with the issue of an **8th sanctions package** with new import restrictions that **now includes recreational craft**, as EBI could confirm earlier in November.

This means that the import of products covered by CN code 8903 (“yachts and other vessels for pleasure or sports; rowing boats and canoes”) is now prohibited, including technical assistance, brokering services or other related services and financing. This does not apply to the execution until 8 January 2023 of contracts concluded before 7 October 2022, or of ancillary contracts necessary for the execution of such contracts.

EBI has updated its FAQ, for members only, on Russia sanctions that you can find [here](#).

EBI in the News



[Drive to upgrade EU boating safety, trade rules hits bump in road](#)

[Boot Düsseldorf 2023 – what to expect](#)

[2023 International Breakfast Meeting returns to original in-person format](#)

[Blue Innovation Dock to debut at boot Düsseldorf 2023](#)



[Starting signal for the first "blue innovation dock"](#)



[BIOGRAD BOAT SHOW The first meeting of the Small Shipbuilding Group HGK](#)



[The first meeting of the Small Shipbuilding Group HGK was held in Biograd](#)



[Blue innovation focus for boot Düsseldorf](#)



[A haven for sustainability](#)

Funding

Blue careers for a sustainable blue economy (EMFAF-2023-BlueCareers)

Funding programme: European Maritime, Fisheries and Aquaculture Fund (EMFAF)

Deadline: 31 January 2023

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

Regional Flagships Call

Funding programme: European Maritime, Fisheries and Aquaculture Fund (EMFAF)

Deadline: 31 January 2023

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

Central Baltic Programme announces the second & third call for applications

Funding programme: Shared Green Deal

Deadline: 31 January 2023

More information can be found [here](#). The Programme objectives include improved coastal and marine environment and improved employment opportunities on labour market.

Small grant scheme of € 22 000 to create local change in support of the Green Deal

Funding programme: Central Baltic Programme

Deadline: 10 March 2023

More information can be found [here](#). You can confirm your interest [here](#).

Call for Small Projects to support the actions led in Marine Protected Areas (MPA) in the Mediterranean

Funding programme: MedPAN

Deadline: 5 February 2023

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

An online Q&A session will be organized on **10 January 2023 at 10:00 CET**. To receive login information, please register by email at projet@medpan.org.

New guide on all funding options for the environment

This guide, developed by the European Commission’s Directorate-General for the Environment, provides a detailed description of those 2021–2027 funding programmes and instruments that could support projects that directly or indirectly contribute to the EU’s environmental policies and objectives.

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

New handbook on “How to use EU funding for Sustainable tourism”

Funding Programme: Interreg MED Sustainable Tourism Community (STC)

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

EBI Calendar

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| 21 – 29 January | boot Düsseldorf. Get your tickets here . |
| 21 – 29 January | Blue Innovation Dock co-organised by EBI & boot Düsseldorf (boot Düsseldorf, Blue Innovation Dock Lounge Hall 10). |
| 24 January 2023, 8:30 – 10:30 CEST | International Breakfast Meeting, co-organised by EBI & boot Düsseldorf (Room 3, CDD South). Register here |
| 24 January 2023, 15:30 – 16:00 CEST | 1st Council meeting (boot Düsseldorf, meeting room tbc) |

24 January 2023, 16:00 – 17:00 CEST

1st General Assembly (boot Düsseldorf, meeting room tbc)

24 January 2023, 17:00 – 18:00 CEST

EBI member networking event (boot Düsseldorf, Blue Innovation Dock Lounge Hall 10)

Members' News

APER partnership with Composite Recycling

APER is a world leader in the dismantling, recycling and recovery of end-of-life recreational craft. It has dismantled more than 6,500 boats through its network of 30 dismantling centres. It was created by the French Federation of Nautical Industries and approved by the French State in 2019.




On Monday 5 December, at the “salon nautique de Paris”, the **eco-organisation APER and Composite Recycling formalised their partnership** aimed at **deploying low-energy mobile units to treat composite waste** from the scrapping of recreational craft. Once separated from the resin and cleaned, they can be used again, in the manufacture of recreational boats or many other products.

This is great news for the industry, which is moving towards a more sustainable and environmentally beneficial impact.

You can read the original press release (in French) [here](#).

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)

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

 **EBI_Boating**

 **European Boating Industry**