



EBI Newsletter

August - September 2023

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Upcoming Events

2023 Black Sea Common Maritime Agenda Annual Stakeholder Conference

From the 22-23 November in Bucharest, this two-day event will showcase the latest blue economy developments, in terms of investment, innovation and sustainability. This conference will provide an opportunity to network and discuss the outline future cooperation on maritime affairs and sustainable blue economy, as well as insights of ongoing and future initiatives in the industry.

Register [here](#).

boot Düsseldorf 2024

The world's largest boat and watersports show, from the 20 – 28 of January 2024, at Messe Düsseldorf, Germany

Find more information [here](#).

EU News

Circularity In Glass Fibre Manufacturing

Glass Fibre Europe, representing the European glass fibre industry published a position paper on the circularity in glass fibre manufacturing. It underscores the industry's dedication to significantly reduce waste generation within its facilities, as well as the ultimate goal of ensuring that no internal glass waste ends up in landfill.

It highlights the work of its member organisations towards the identification and implementation of innovative solutions, closely aligned with the EU Waste Framework Directive. These measures, designed to prevent losses, promote reuse, and facilitate recycling, have already yielded results. Over the past decade, the share of glass waste sent to landfills has been reduced from 11% to 6.9% of the glass fibre output.

The position paper offers a comprehensive overview of key aspects, including identifying sources of glass losses, implementation of sustainable measures, support from authorities and the industry's contribution to the European Green Deal. The full position paper can be found [here](#).

Release of comprehensive and authoritative assessment of the North-East Atlantic

The 2023 edition of the OSPAR's Quality Status Report was released, which offers a comprehensive and authoritative assessment of the environmental state of the North-East Atlantic. It is based on a collaborative effort between 15 countries, the EU and over 400 scientists, policy experts and their institutions. It contains the evidence to inform decisions on how to improve the status of the North-East Atlantic.

The Report concludes that the OSPAR Contracting Parties have made significant progress in mitigating the negative impacts of human activity in the biologically diverse North-East Atlantic. They have reduced concentrations of hazardous substances, lowered ionising radiation, decreased pollution from the oil and gas industry, better managed marine litter, and taken steps to combat eutrophication. Additionally, efforts outside OSPAR's scope have aimed to reduce overfishing and establish Marine Protected Areas (MPAs). Despite these achievements, biodiversity remains under threat, with concerns growing about noise pollution, pharmaceuticals, nanoparticles, PFAS, and flame retardant contaminants. Human activities also weaken marine ecosystems, making them more vulnerable to climate change and ocean acidification, which are causing significant changes and endangering marine biodiversity. Assessments across various biodiversity groups and ecological aspects indicate declines in biodiversity, despite efforts to address these pressures. Cumulative pressures and climate change exacerbate these issues and facilitate the spread of invasive non-indigenous species. Consequently, there is **an urgent need to address the drivers of degradation and biodiversity loss** to enhance the health and resilience of OSPAR's marine ecosystems.

The report specifically mentions pressures created by recreational boating in relation to marine litter, impact on marine species, non-invasive species, release of biocides from anti-fouling, and underwater noise. A report from 2021 with specific input on recreation and tourism, including on recreational boating, fed into the overall report and can be found [here](#). The full 2023 OSPAR Quality Status Report and synthesis can be found [here](#).

OSPAR is the regional cooperation mechanism for the North-East Atlantic with all bordering countries and contracting parties together with the European Union. EBI is an observer member of OSPAR and active within a number of its activities related to recreational boating to represent the industry.

EU-UK relations: Commission and UK reach political agreement on UK participation in Horizon Europe and Copernicus

The European Commission and the United Kingdom government [have reached a political agreement](#) on the UK's participation in Horizon Europe, the EU's research, and innovation programme, and Copernicus, the EU's Earth observation programme.

This agreed solution follows in-depth discussions between the EU and the UK and will be beneficial to both. It will allow the EU and UK to deepen their relationship in research, innovation and space, bringing together research and space communities. It means that researchers and other organisations from the UK can again fully participate in joint calls for EU Research and Innovation Funding. UK will be required to contribute financially to the EU budget and is subject to all the safeguards of the Trade and Cooperation Agreement. Overall, it is estimated that the UK will contribute almost €2.6 billion per year on average for its participation to both Horizon Europe and the Copernicus component of the Space programme. Read in more detail [here](#).

The Common European Tourism Data Space: A Closer Examination

In a Communication, the European Commission presented a new initiative known as the "Common European Tourism Data Space." This development is set to bring significant changes to the tourism industry in Europe.

The Common European Tourism Data Space is a collaborative endeavour involving a wide range of stakeholders. These encompass Member States, local and regional authorities, the private sector, and EU institutions. This collective effort seeks to harness the insights and expertise of various professionals within the tourism industry.

One of the central objectives of this initiative is to foster sustainability within the tourism sector. This is to be achieved by facilitating the sharing of data and access to information.

The initiative acknowledges the challenges that the tourism industry faces today. These include concerns related to data sharing, as well as the administrative complexities associated with adopting new practices. To address these issues, the Common European Tourism Data Space aims to establish an equitable and efficient data governance framework. It encourages data sharing and reuse among all stakeholders.

The Common European Tourism Data Space could be beneficial for the nautical tourism industry. This sector faces dynamic external factors such as technological advancements and evolving consumer preferences. The initiative provides practical benefits and could allow charter companies to access insights into tourism flows, traveller preferences, and demand patterns, facilitating service optimization.

Marinas may benefit by obtaining data for infrastructure development, resource management, and environmental practices. Additionally, data interoperability across sectors aids in integrating nautical tourism with the broader tourism experience.

For more information, please read the full Commission Communication [here](#).

New EU Regulation on Batteries

The recently adopted regulation, adopted by both the Council and the European Parliament, aims to strengthen sustainability standards for batteries and used batteries throughout Europe. Although this regulation covers all battery types, it bears significance for the boating industry.

One pivotal facet is the promotion of a circular economy, placing emphasis on the entire life cycle of batteries. This includes requirements for meeting collection targets and obligations, establishing targets for material recovery, and extended producer responsibility. For the boating industry, this signifies that the disposal and recycling of batteries used in boats will be subject to more rigid guidelines, contributing to a more sustainable approach to battery management.

The regulation also sets targets for lithium recovery from waste batteries, which may have implications for the use of lithium-ion batteries in electric and hybrid boats. Additionally, mandatory minimum levels of recycled content for batteries, especially those used in electric propulsion systems, have been introduced. These requirements, such as the 6% minimum recycled content for lithium, are designed to enhance sustainability in battery production.

Furthermore, the regulation introduces labelling and information requirements, including the implementation of an electronic "battery passport" and a QR code. This will provide boaters and consumers with crucial information about the batteries used in their vessels, such as recycled content and components. By 2026, labelling requirements will apply, and by 2027, the QR code will be mandatory.

The new EU Regulation on Batteries reinforces **sustainability practices, enhances recycling and material recovery, and promotes transparency in battery usage.**

For more information, please read [here](#).

EBI In action

EBI action advocating against the return of EU-US tariff war

Following the trade dispute in 2018, which saw the US impose tariffs on EU steel and aluminium, a number of sectors were targeted with retaliatory tariffs on US imports, including recreational boats. Both tariffs were suspended at the end of 2021 for a period of two years. The aim was to find an agreement on the core steel and aluminium issue by October 2023 in order to then permanently remove both tariffs. In case of no agreement being reached, the tariffs would return from 1 January 2024. This would include an increase on the tariffs as they were in place until end-2021.

EBI is working with a large coalition of European associations to advocate against the tariffs on US imports returning at the end of the year. A meeting was held with this group and the European Commission in September to receive the latest update on the negotiations. The outlook is still optimistic from the EU side, even if the core steel/aluminium issue is still to be resolved. A summit between the EU and US has been confirmed for 20 October where an agreement may be announced.

To ensure high pressure for a full and permanent removal of the tariffs, EBI co-signed a letter of EU and US trade associations across sectors with a total of 85 signatories, including NMMA. An additional letter focusing on the boating sector together with NMMA and ICOMIA has also been sent to the EU and US negotiation teams.

Belgian government study on introducing a circular economy for recreational craft

In response to the issue of end-of-life boats, the Belgian government recently conducted an in-depth study with the aim to provide a strategic blueprint for establishing a circular economy chain within the Belgian recreational craft sector. Particular emphasis is placed on composite boats, a segment that has been overlooked in recycling initiatives.

Belgium has an estimated fleet of approximately 93,000 registered vessels. However, a critical challenge arises from the lack of precise data on the actual locations of these boats. Some registered vessels may be moored abroad, while boats registered in other countries may find themselves in Belgian waters.

The key findings from the study unveil some key data. Approximately 10,000 boats, predominantly originating from the 1970s and 80s, are approaching the end of their operational life. An influx of 2,000 end-of-life boats can be estimated each year with around 75% of these constructed using composite materials. At a European scale, a significant 120,000 tons of waste emanating from end-of-life boats require effective management on an annual basis.

The study identifies several obstacles. Despite local initiatives, the absence of a structured chain for dismantling and recycling various boat components, particularly composites, remains a significant challenge. The study aligns with the Federal Circular Economy Action Plan and the Federal Action Plan on Marine Litter. The retrieval of composite materials presents a challenge, encompassing technical, logistical, and economic dimensions. Emotional attachment, financial burdens, technical complexities, and legal intricacies collectively hinder the decommissioning and dismantling of vessels. Given the relatively modest scale of the Belgian market, an EU-level framework is proposed to address the issue holistically, potentially incorporating other sectors reliant on composite materials.

The study advocates a dual approach to facilitate progress. Firstly, it suggests establishing mechanisms that incentivise responsible management of existing end-of-life boats, aiming to deter abandonment

while simultaneously reducing costs for both private and public operators. Secondly, it calls for the development of recovery chains for composite waste derived from end-of-life vessels. This can be achieved by incorporating circular design principles and endorsing repair practices, thereby mitigating incineration and landfilling.

Four strategic levers have been identified: 1) Raising awareness among boat owners regarding their obligation, 2) Enforcing obligations and targets pertaining to the design, repair, and recycling of vessels, 3) Enhancing the monitoring of recreational craft, particularly those in a state of neglect or abandonment, in close collaboration with private entities such as marinas 4) Fostering collaborative engagement among stakeholders at both regional and federal levels.

The study offers a set of recommendations, such as reevaluating the existing legal framework to hold boat owners accountable for reporting and managing the dismantling of their end-of-life vessels and the potential introduction of a contribution model designed to fund the development of a processing and recycling chain dedicated to waste generated by recreational craft, and comprehensive training and awareness campaigns targeting authorities responsible for overseeing boat-related matters.

Furthermore, it is also recommended following-up the pilot initiatives, but also by European actors given the pan-European nature of the issue.

The study can be found in English [here](#).

EBI addresses the importance of the nautical tourism in the Baltic Sea at HELCOM

A workshop was organised on the environmental impacts of recreational boating in the Baltic Sea. This was in the framework of the Baltic Sea Convention (HELCOM) with the aim to advance implementation of the Baltic Sea Action Plan that includes a number of actions for recreational boating, including antifouling, decarbonisation and boater awareness.

The workshop was organised by the Coalition Clean Baltic with the Lithuanian, Swedish and German governments being the official organisers. A number of EBI members participated in the meeting, as well as representatives of boat users associations.

The main discussion points at the meeting, informed by presentations from scientists and national authorities, focused on environmental impacts from recreational boating. These included transfer of non-invasive species, antifouling, sustainable marinas, sewage, litter, emissions and alternative fuels and underwater noise.

Philip Easthill represented EBI, which is an official observer member in HELCOM. During the meeting, an overview of the recreational boating industry and its approach to sustainability has been portrayed. The key messages from the presentation were the following:

- Boating and nautical tourism is a key sector in the Baltic Sea region from an economic, societal and environmental perspective;
- The industry is committed to tackling environmental impact and continue building a successful industry;
- Sector-specific solutions are required to make a difference and more than just decarbonisation with a life-cycle perspective key;
- ‘Sustainability quick wins’ and long-term transition are possible with the support of authorities and stakeholders, but investment needs to be incentivised and supported by governments.

EBI also emphasised its intention and that of its members to engage on a forward-looking agenda for boating in the Baltic Sea.

During the meeting, several key points were discussed regarding the future direction of environmental protection efforts within HELCOM on recreational boating. The participants collectively agreed on the importance of improving the accessibility of environmental knowledge within the boating community. They emphasised the need to expand initiatives at both the Baltic Sea and Europe-wide levels, focusing on connecting with boaters, sharing best practices, and avoiding fragmentation when addressing regional and national issues such as exclusion zones and emissions reduction. Boater and industry associations were invited to join these collaborative efforts, and their strong participation was appreciated by national authorities and HELCOM.

The European Commission informed participants about an ongoing study regarding the recognition of the International Certificate of Competence (ICC) and the possibility of incorporating environmental protection questions into boating license tests. The meeting also raised the idea of establishing a dedicated working group for recreational craft, aiming to avoid duplication of efforts and effectively coordinate environmental protection events related to boating, recognising that national authorities play a significant role in this context.

A full summary and all presentations are available for EBI members on request. EBI will also, together with its Baltic Sea member associations, continue to be involved in the process and engage on next steps.

European Sustainable Boating Roundtable: Pioneering Sustainability

In the spirit of innovation and progress, the first European Sustainable Boating Roundtable was organised at the 63rd Genoa International Boat Show, with the aim to herald a new era for sustainable practices in the yachting and boating industry. The event, organised by EBI in collaboration with Confindustria Nautica and Regione Liguria, made an impact as industry professionals, policymakers, journalists, innovators, and academics gathered for spirited discussions.

The Roundtable set a course for discussions that set the path towards sustainable boating: The key takeaways from the discussion were:

1. *Technology and Safety First*: Fabio Planamente, representing Cantiere del Pardo S.p.A., emphasised that sustainability becomes truly worthwhile when technology reaches advanced and safe levels. He reminded attendees that safety should remain a paramount concern in any sustainability endeavour. Planamente also shed light on ongoing research collaborations with universities, demonstrating a commitment to exploring new possibilities.
2. *Measuring Sustainability*: Robert Marx, president of EBI, outlined the industry's efforts to make sustainability quantifiable. The goal is to develop a system that can assess the sustainable footprint of each boat, reflecting the industry's responsiveness to customer demands for eco-conscious options.
3. *Collaboration is Key*: Marco Campomenosi, a Member of the European Parliament, stressed the importance of collaboration and compromise in fostering sustainability. As the industry explores cutting-edge technologies such as hydrogen and solar panels, innovation could reshape the entire sector.
4. *The Power of the Industry*: Massimo Pronio, for the European Commission Representation in Italy, acknowledged the industry's ability to drive change. Pronio emphasised the need to move away from fossil fuels and recognized climate change as an urgent concern that requires collective action.
5. *Mobilizing Capital*: Brando Benifei, also Member of the European Parliament, highlighted the importance of economic efforts to adapt production methods and achieve sustainability goals. He called for collaboration and a collective commitment to the green transition.

The Roundtable was the beginning of a promising journey towards a more sustainable boating industry.

The collaboration between the European Boating Industry and Confindustria Nautica at the Genoa International Boat Show is set to provide an **enduring platform for sustainability discussions in the industry**. It promises an exciting space for annual discussions on sustainability, charting a course for a more eco-conscious mentality for the industry.

Exploring Sustainable Nautical Tourism in BID Podcast Special

In the second edition of the "bid360 special" podcast, a collaboration between boot Düsseldorf and EBI, the focus shifts to sustainable nautical tourism and water sports.

The podcast features Paul Blanc, JEANNEAU Brand Director & VP Boat Clubs at Groupe Beneteau, and Karlheinz Jungbeck, President of ADAC, who dive into industry-related topics. A central theme is the collaboration between marinas and the charter industry in engaging policymakers in discussions about sustainability.

Other essential subjects include green infrastructure, climate change adaptation, and strategies for engaging boat owners. This podcast provides insights into navigating the challenges posed by climate change and environmental concerns in the nautical tourism and water sports sectors.

You can listen to the podcast on Spotify [here](#).

EBI in the News



[Clock ticking as NMMA and EBI look to defuse tariff time bomb](#)

[New solutions to lead the boating industry to advance sustainability](#)



[Genoa Show to Host Sustainability Roundtable](#)



[boot Düsseldorf 2024: International exhibitors set to increase](#)

Funding

TENDER: Standards and Best Practices in Ocean Observation

Contracting Authority: European Climate, Infrastructure and Environment Executive Agency (CINEA)

Deadline: 07 November 2023

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

FUNDING: Horizon Europe 2024 R&I on the circular economy

Contracting Authority: Horizon Europe, European Commission

Opens: 17 October 2023

Deadline: 22 February 2024

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

FUNDING: BESTLIFE2030 Conservation and sustainable use of biodiversity in EU's Outermost Regions and associated Overseas Countries and Territories

Funding programme: International Union for Conservation of Nature (IUCN)

Opens: 31 October 2023

Deadline: 08 January 2024

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

Consultations

Survey on sustainable boating in the Baltic Sea Region

The Baltic Sustainable Boating 2030 project is conducting a survey on sustainable boating in the Baltic Sea region. This EU Interreg-funded project aims to establish a cooperation platform at the Baltic Sea Region level to develop the region into a sustainable boating destination.

The survey can be found [here](#) and Baltic Sea members of EBI are invited to contribute. More information on the project can be found [here](#).

European Boating Industry

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EBI Calendar

9-11 October, ICOMIA World Marinas

The Portuguese Association of Ports and Marinas hosts ICOMIA World Marinas Conference at Tivoli vilamoura conference center, Vilamoura – Portugal.

Register [here](#).

18 October, 10:00 CET

Executive Committee (Online, Teams)

16 November, 15:30 – 17:00 CET

Council Meeting (METSTRADE – Amsterdam, The Netherlands)

EBI member news

boot Düsseldorf 2024 heads for top result

The international market leaders will again be on board from 20 to 28 January and the world’s largest yachts and water sports show will follow on from its excellent pre-pandemic results. Commenting on this, Wolfram Diener, President & CEO of Messe Düsseldorf, says: “We have had very successful talks with the manufacturers over the summer months and feel great enthusiasm and anticipation for boot 2024. In January, we will also be able to welcome back brands that took a break this year. In particular, we see **very high international attendance from exhibitors**. This means boot 2024 will reach the highest level, present wide and varied ranges for both water sports and destinations and will again position itself as the world-leading show for this industry.”

Continue reading [here](#).

IBRA - River Shannon Hire Boat Fleet to Change to Sustainable HVO

Sustainable HVO, Green D+, hydrogenated vegetable oil, is made from refined used cooking oil. A raw material that has already been used for its original intended purpose in the food industry but has been recycled and re-refined to be used again as a sustainable fuel, a low carbon replacement for diesel oil. Sustainable HVO comes with an ISCC, International Sustainability & Carbon Certification, to prove the source of the used raw material in our HVO. Members of the Irish Boat Rental Association (IBRA)

undertook extensive trials with HVO throughout the 2023 season and can report that these trials to be very successful in almost every area of comparison with regular white diesel.

Continue reading [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:



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