



EBI Newsletter

November-December 2025

Happy Holidays!

As 2025 comes to a close, we would like to extend our gratitude to our members and partners for the continued engagement and support throughout the year. The collaboration and dedication have been the driving forces behind EBI's success, allowing us to strengthen our industry's position at European level.

The new year ahead will begin with our **General Assembly on 20 January**, where we look forward to sharing our ambitious plans for 2026 and strengthening our collective vision. We are also pleased to once again collaborate with boot Düsseldorf to bring you two cornerstone events:

- **Breakfast Meeting** (20 January), marking its 11th edition, will explore *"Future-proofing boat manufacturing in Europe"*, with inspiring insights from industry leaders.
- **blue innovation dock**, running from **across 9 days**, will continue to showcase innovation and sustainability in boating, bringing together key industry players, policymakers, and stakeholders.

We wish all our members a great festive period and a happy New Year. We look forward to seeing many of you at boot Düsseldorf.

Thank you once again for your trust, collaboration, and commitment to EBI's mission.

Warm wishes,
Marina, Philip and Álvaro

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EU News

EU Transport Plan backs technology-neutral fuel and infrastructure decarbonisation pathway for recreational boating

European Boating Industry (EBI) welcomes the European Commission’s Sustainable Transport Investment Plan (STIP) released today as a groundbreaking moment for Europe’s boating industry. For the first time ever, recreational craft are explicitly included in the EU’s transport investment strategy — marking a historic milestone that recognises the sector’s importance in Europe’s green transition and maritime industry. It comes after continued EBI engagement with the EU Commission on the importance of alternative fuel and infrastructure for the boating industry over the last year. This milestone also represents an important achievement in EBI’s Manifesto for this EU mandate.

The STIP states “Similarly to the maritime sector, a broad set of possible alternatives to fossil fuels are being considered for [...] for recreational craft.” It adds that “[...] recreational craft experience a low pace of penetration of new vessels [...]. With no mandatory targets in place, at least 90% of vessels [...] may progressively be replaced by renewable drop-in fuels.”

The key takeaways for the boating industry are:

- First-ever recognition of recreational craft - The Plan explicitly includes recreational craft in the EU’s transport investment plan — acknowledging their unique challenges and innovation potential in adopting clean propulsion, electrification, and a wide scope of renewable fuels from e-fuels to hydrotreated vegetable oils (HVO), green methanol and hydrogen rather than a single pathway.

- New EU funding and investment opportunities - The Plan mobilises €2.9 billion in EU support by 2027 and aims to leverage over €100 billion in total investment by 2035, with clear openings for projects in sustainable fuels, electric and hybrid technologies, and marina infrastructure.
- Support for sustainable fuels and infrastructure in marinas - The Commission will explore certification schemes, fuel traceability, and book-and-claim systems to support smaller operators and promote renewable fuels across all vessel types — a vital step for the industry’s decarbonisation roadmap.

Building on this momentum, EBI will continue to work closely with the European Commission and Member States to ensure that the boating sector fully benefits from initiatives coming out of the Sustainable Transport Investment Plan, the upcoming EU Industrial Maritime Strategy and Sustainable Tourism Strategy, both expected in 2026. These frameworks will be essential to advance clean technologies, develop sustainable marina infrastructure to have a comprehensive framework for decarbonisation and strengthen Europe’s leadership in sustainability and innovation.

EU Council and Parliament agree on 2040 climate target

The Council of the EU and the European Parliament have reached a provisional agreement to amend the European Climate Law, setting a binding intermediate target of a 90% reduction in net greenhouse gas emissions by 2040 compared to 1990 levels. The target is intended to guide the EU’s climate framework after 2030 and contribute to the objective of climate neutrality by 2050.

The agreement introduces a number of flexibilities to support delivery of the target. From 2036, the EU may use high-quality international carbon credits for up to 5% of 1990 emissions, corresponding to domestic emission reductions of 85%. A voluntary pilot phase between 2031 and 2035 may be established to support the development of a high-integrity international credit market. Additional safeguards will apply to ensure the environmental integrity of such credits.

Co-legislators also agreed to postpone the start of the emissions trading system for buildings and road transport (ETS2) by one year, delaying its entry into application from 2027 to 2028.

The agreement further outlines guiding principles for the post-2030 climate framework, including competitiveness, simplification, social fairness, energy security and affordability, support for innovation and investment, and the role of carbon removals and natural sinks. These principles are expected to steer future proposals from the EU Commission.

A reinforced review mechanism will require the EU Commission to assess progress towards the 2040 target every two years, taking into account technological developments, energy prices, competitiveness and the level of removals. Where necessary, the Commission may propose amendments to the Climate Law or additional measures.

The agreement is provisional and subject to formal adoption by both institutions.

EU transport investment plan includes recreational craft

The EU Commission has published its [Sustainable Transport Investment Plan](#), which explicitly includes recreational craft in the EU's transport investment framework. The Plan recognises the sector's specific decarbonisation challenge linked to the slow renewal rate of the fleet and notes that, in the absence of mandatory targets, renewable drop-in fuels could play a major role in reducing emissions over time.

The STIP states *"Similarly to the maritime sector, a broad set of possible alternatives to fossil fuels are being considered for [...] for recreational craft."* It adds that *"[...] recreational craft experience a low pace of penetration of new vessels [...]. With no mandatory targets in place, at least 90% of vessels [...] may progressively be replaced by renewable drop-in fuels."*

The Plan sets out a technology-neutral approach for waterborne transport, indicating that a broad range of alternatives to fossil fuels are being considered for recreational craft. It references the potential role of different renewable fuel options alongside electrification and hybrid solutions, and highlights the importance of supporting the transition of existing vessels as well as new technologies.

The Plan also outlines investment opportunities linked to sustainable fuels, clean propulsion and supporting infrastructure, including in marinas. It indicates that the EU will explore options such as certification schemes, fuel traceability and book-and-claim approaches, with the aim of enabling uptake across different vessel types and operators.

EBI welcomed the inclusion of recreational craft in the Plan and will continue engaging on follow-up work with the EU Commission and Member States, including in the context of the upcoming Industrial Maritime Strategy and Sustainable Tourism Strategy expected in 2026.

EU Commission evaluation of public procurement rules

The EU Commission has published an evaluation of the EU Public Procurement Directives adopted in 2014, assessing how the framework has performed against its objectives of fair access, value for money, transparency and support for sustainable and innovative procurement.

The evaluation includes the Concessions Directive, which is highly relevant for marinas, yards and other marine businesses operating on a concession model. EBI will respond to the consultation and encourages members to respond too.

Public procurement represents a significant share of public spending in the EU, and the evaluation is presented as the first step towards a revision of the 2014 directives as part of the EU Commission's agenda. The consultation can be found [here](#) and is open until 26 January.

Omnibus I agreement on sustainability reporting and due diligence

The Council of the EU and the European Parliament have reached a provisional agreement on the Omnibus I package, revising EU rules on corporate sustainability reporting and due diligence with the stated objective of reducing administrative burden and limiting spillover effects on smaller companies.

For sustainability reporting under the Corporate Sustainability Reporting Directive (CSRD), the agreement significantly narrows the original scope. Only companies with more than 1,000 employees and a net turnover above €450 million will be covered, and listed SMEs are removed from the directive's scope. These changes are intended to reduce direct reporting obligations on SMEs and indirect information requests from larger companies.

The agreement also introduces a review clause allowing for a possible future extension of the scope of both the CSRD and the Corporate Sustainability Due Diligence Directive (CS3D), indicating that the revised thresholds may be reassessed at a later stage.

To support compliance for companies remaining in scope and their business partners, the EU Commission will establish a digital portal providing access to templates and guidance on EU and national reporting requirements.

On due diligence, the scope of the CS3D was aligned between institutions and remains limited to very large companies. The obligation to adopt climate transition plans has been removed, and the EU-level harmonised liability regime has been dropped. Companies will remain subject to national liability rules, with potential fines capped at 3% of net worldwide turnover. Due diligence obligations will be based on reasonably available information, reducing the likelihood of extensive data requests cascading to SMEs in supply chains.

The agreement also postpones the CS3D transposition deadline to 26 July 2028, with companies required to comply from July 2029.

The agreement is provisional and subject to formal approval by both institutions.

Members are invited to contact EBI in case of any questions.

EU Commission adopts 2030 Consumer Agenda

The EU Commission has adopted its 2030 Consumer Agenda, setting out priorities for EU consumer policy over the next five years. The agenda aims to strengthen consumer trust and protection while improving legal clarity, enforcement and administrative processes for businesses, with a focus on competitiveness, social fairness and sustainable growth.

The agenda is structured around four priority areas. On the single market, the EU Commission plans an Action Plan for Consumers in the Single Market to address cross-border obstacles, including an evaluation of the Geo-Blocking Regulation, measures to improve travel comparability and booking, and work to enhance access to cross-border financial services.

On sustainable consumption, the EU Commission intends to support implementation of EU product and consumer laws to address greenwashing and improve durability and repairability, while also supporting circular economy approaches such as second-hand markets. On enforcement and redress, the agenda highlights increased risks linked to e-commerce and unsafe or non-compliant products, with plans in 2026 to review the Consumer Protection Cooperation Regulation, ensure enforcement of the General Product Safety Regulation, and propose revisions to market surveillance rules.

Implementation will be discussed regularly through the Annual Consumer Summit, alongside periodic ministerial forums on consumer protection.

HELCOM – Key Updates for the Recreational Boating Sector

HELCOM, the Regional Seas Convention for the Baltic Sea, is continuing implementation of its multi-annual Baltic Sea Action Plan with a number of priorities for the recreational boating sector. Several key concerns were raised on treatment of end-of-life boats and potential inclusion of provisions in the evaluation of the Recreational Craft Directive.

Sweden presented results from its National Recreational Craft Survey with the main barriers to recycling were identified as lack of financial incentives and limited information on available dismantling and disposal facilities. Based on these findings, the HELCOM Maritime WG proposed including a new action on dismantling and recycling of leisure boats in the next revision of the Regional Action Plan on Marine Litter (RAP ML) scheduled for 2026.

Another issue of concern to HELCOM is future work on developing Best Environmental Practice (BEP) and Best Available Technology (BAT) guidance for underwater noise from leisure boats, building on existing HELCOM work for commercial shipping.

At the recent HELCOM Heads of Delegations, a key issue was the ambition to phase out two stroke engines for recreational craft. The session supported including a new action for the Regional Action Plan on Hazardous Substances to support the phase out pre-2008 engines (e.g. two-stroke) with the aim of reducing the releases of PAHs and other hazardous substances, supporting the transition towards cleaner engines on recreational craft by actively exploring and promoting methods and incentives. The line of argument is that two-stroke engines represent more than one fourth of all recreational boats, at least in some countries, and that the volume of unburned oil estimated to end up in the Baltic Sea from these exceeds the total volume from confirmed illegal oil spills. Two-stroke engines with carburetors burn only 70-80% of the fuel and the remaining amount is released into the aquatic environment with the exhaust gases. This will be a joint and national action for HELCOM members. It will be taken forward by the Maritime Working Group where EBI will be following the item.

Furthermore, the NGO Coalition Clean Baltic (CCB) is leading the development of a HELCOM Clean Boating Guide aimed at promoting environmentally responsible boating practices. The aim is to present this at a HELCOM Ministerial meeting in October 2026.

As official observer of HELCOM, EBI will continue to monitor and engage in HELCOM discussions on all topics relevant to the boating industry.

Consultations

[Public consultation](#) on the revision of the New Legislative Framework: Open until 4 February 2026

[Public consultation](#) on Market surveillance and compliance of products – evaluation and possible revision of Regulation (EU) 2019/1020

[Public consultation](#) on the EU public procurement rules – revision: Open until 26 January 2026

[Public consultation](#) on future EU framework for climate resilience: Open until 23 February 2026

EBI in Action

International Breakfast Meeting 2026: market outlook and CEO perspectives at boot Düsseldorf

The 11th International Breakfast Meeting will take place on **Tuesday 20 January 2026** at **boot Düsseldorf** (Hall 1, rooms 14–15), under the theme “Future-proofing boat manufacturing in Europe”. The meeting is designed as a focused, high-level forum for manufacturers and the wider value chain to take stock of where the market is heading and what it will take to keep European production competitive.

A key highlight will be the launch of the EBI Economic Index 2026, presenting updated market intelligence, data and trends, alongside economic and policy insights from Brussels that are directly relevant to strategic planning for the year ahead. The programme also features a keynote by Constantin Buschmann (CEO, Brabus), bringing an external perspective from the premium automotive and mobility sector, followed by a CEO discussion with Erna Rusi (Saxdor Yachts), Fabio Planamente (Cantieri del Pardo / EBI Special Representative for the Large Yacht Sector) and Norbert Leifeld (Bavaria Yachts) on how to reinforce Europe’s manufacturing strength and position yards for long-term success.

Seats are limited: members are encouraged to register early and share the invitation internally, especially with colleagues and company teams attending boot Düsseldorf, as it is a strong opportunity to gather insights and network with peers.

Register [here](#).

Blue Innovation Dock 2026 at boot Düsseldorf

Blue Innovation Dock will take place at boot Düsseldorf from 17 to 25 January 2026 in Hall 10. Jointly organised by boot Düsseldorf and EBI, it will again serve as the policy and innovation programme alongside the trade fair, bringing industry, EU and national policymakers, researchers, athletes and civil society voices into the same agenda.

The 2026 programme will focus on sustainability and decarbonisation, marina innovation and nautical tourism, circular materials and composite recycling, design and retrofitting, digitalisation and AI, and high-performance and competitive sailing. The format will combine panel discussions, keynotes, interviews and innovation presentations across the nine days.

The main partners for 2026 are Beneteau Group, Brunswick Corporation and Sanlorenzo. The opening address will be delivered by David Foulkes, CEO of Brunswick Corporation, followed by an on-stage interview with Marcus Krall. The speaker line-up is expected to include Members of the European Parliament Marie-Agnes Strack-Zimmermann and Andreas Schwab, EU Commission representatives including Andreea Staicu (Head of the Tourism Sector), and senior national politicians. The programme also plans contributions from academia and industry, as well as sessions featuring personalities and organisations active in competitive sailing and ocean advocacy, including SailGP and GEOMAR.

The full programme will be published on 22 December [here](#).

Water-based tourism on the rise: ADAC and EBI host first European Parliament breakfast debate

On 12 November, EBI and ADAC co-organised a breakfast debate in the European Parliament, hosted by MEP Nikolina Brnjac, on how the EU can strengthen the policy framework for water-based tourism and recreational boating. The discussion brought together policymakers, industry representatives and consumer organisations, with a focus on the future EU Sustainable Tourism Strategy and the Industrial Maritime Strategy.

Speakers included MEP Nikolina Brnjac, Andreea Staicu (Head of Tourism Sector, EU Commission), and several Members of the European Parliament from different political groups and countries. The exchange highlighted the growing relevance of water-based tourism, including marinas, charter and boating, within Europe's tourism ecosystem and the need for clearer frameworks and investment to support sustainable growth.

A strong consumer perspective was provided by ADAC, which underlined the importance of a coherent EU approach that supports sustainable mobility on water and addresses practical barriers for users, including end-of-life boat disposal, harmonised boating licences and technological openness in propulsion. From the industry side, Marc Diening (CEO, PPF Nautical) stressed the role of private investment supported by clear EU policies and realistic decarbonisation targets, while EBI President Robert Marx highlighted the sector's economic footprint and the link between nautical tourism, European manufacturing and local jobs.

EU Policy Day brings members to Brussels

The third edition of the EBI EU Policy Day brought national associations together with EU policymakers in Brussels for a full day of targeted exchanges on the legislative and policy priorities expected in 2026.

EBI members from Croatia, France and the Netherlands met with Members of the European Parliament and Permanent Representations to highlight the sector's priorities and share national perspectives on the challenges faced by boatbuilders, marinas and the wider recreational boating value chain. Discussions focused in particular on the upcoming Sustainable Tourism Strategy and the Industrial Maritime Strategy.

Meetings also addressed the evaluation of the Recreational Craft Directive, including the need for a clear and workable framework that supports innovation, safety and market access. Participants also reviewed progress on other initiatives expected next year, with a focus on issues that can have a direct impact on businesses across the sector.

EBI thank participating members for their active engagement in helping shape an EU framework that supports a competitive and sustainable recreational boating industry.

EBI welcomes new EU study calling for mutual recognition of boating licences for recreational boat operators

The EU Commission has published its Study on the Mutual Recognition of Boating Licences, examining the current fragmented framework for recreational boating licences across the EU. EBI contributed to the study process by supporting stakeholder input and sharing industry experience.

The study finds that the lack of mutual recognition creates practical difficulties for boaters and for operators and service providers, including charter companies, marinas and training organisations. It recommends introducing mandatory mutual recognition of the International Certificate of Competence (ICC) to facilitate cross-border boating, reduce administrative complexity and support safety.

EBI supports the recommendations and calls for follow-up action at EU level, noting the potential benefits for user experience and for Europe’s recreational boating and nautical tourism markets, including the sector’s wider value chain. The study refers to around 48 million recreational boaters in Europe. EBI will continue engaging with the EU institutions on next steps towards a clearer and more harmonised approach.

The full study is available [here](#).

EBI responds to EU consultation on waste shipments: unlocking circular solutions for composites

The EU Commission has launched a public consultation on how to make it easier to ship non-hazardous waste for recycling within the EU. This matters to our sector because the biggest bottleneck in end-of-life (EoL) boat dismantling is fibre-reinforced polymer (FRP) composites—the hull and other large structures. Metals and wood already move efficiently to recovery; composites don’t.

EBI submitted a response to ensure the boating industry’s needs are built into the EU’s rules from the start. Our message is simple: if Europe wants a real circular economy for boats, it must be possible to classify, move, and treat composite waste reliably across borders.

Composite waste from boats is a growing, locatable stream that can feed high-quality recovery, including cement co-processing that substitutes virgin raw materials and supports decarbonisation. But without clear codes and streamlined shipments, material too often ends up in disposal rather than recycling. Aligning the rules will divert composites from landfill, reduce costs, and unlock private investment in EU recovery capacity.

As for the consultation for the Circular Economy Act, EBI will keep focusing on sustainable end-of-life solutions for the boating sector.

Circular Economy Act: What It Means for Recreational Boats

The upcoming EU Circular Economy Act aims to accelerate the transition towards a more circular, resource-efficient economy by improving product sustainability, waste management, and recycling across sectors. As part of this framework, it is crucial that the specific characteristics of recreational boats are properly reflected.

In this context, EBI has published its Position Paper on the Circular Economy Act, outlining the steps needed to unlock circularity for recreational boats across Europe. Boats are ultra-durable products, often remaining in use for more than 50 years — a strength of European craftsmanship, but also a challenge when managing end-of-life boats, particularly regarding the recycling of composite materials such as fibre-reinforced polymers (FRP).

EBI calls for dedicated EU waste codes for composites, adapted dismantling rules allowing on-site treatment, tailored EU funding to support recycling and dismantling companies, and stronger coordination on boat registration and data collection.

The paper builds on the Roadmap for the Circular Economy of End-of-Life Recreational Boats, developed jointly with the European Commission and industry stakeholders, and contributes to scaling sustainable end-of-life solutions for the boating sector.

Read the full [Position Paper](#).

European Tourism Forum in Copenhagen

EBI participated in the 24th European Tourism Forum in Copenhagen on 3 December 2025, hosted by the Danish Presidency of the Council of the EU. The Forum focused on how European tourism can build resilience by boosting competitiveness in a sustainable way.

Discussions centred on three themes: improving data and shared intelligence for tourism, digital transformation including AI and innovation, and balanced tourism that benefits local communities. EBI followed the programme with a particular focus on the data track, including the development of the European Tourism Data Space and how shared data can support better policy and decision-making.

The Forum also provided useful context for upcoming EU Commission work, including the EU Strategy for Sustainable Tourism foreseen in 2026. EBI used the opportunity to contribute to the broader exchange on how nautical tourism and recreational boating fit within Europe's tourism ecosystem and its sustainability and competitiveness objectives.

The European Circular Composite Alliance (ECCA): Advancing Circularity for Composites

EBI is actively engaged with the European Circular Composite Alliance (ECCA), an initiative led by the European Composites Industry Association (EuCIA) to support the development of more sustainable and circular solutions for composite materials in Europe. As composites are essential to the boatbuilding sector, this collaboration plays a key role in addressing challenges related to sustainability, recycling, and end-of-life management.

Through its involvement in ECCA, EBI contributes the perspective of the recreational boating industry to discussions on the circularity of composite materials, recycling technologies and infrastructure, skills needs, and workforce development. Strengthening collaboration across the composites value chain is essential to scaling innovative and practical solutions.

EBI will be part of 2 of the different working groups of the alliance to represent the needs and bring forward the advancement of the boating sector, which is at the forefront in terms of circularity and sustainability.

EBI supports ECCA's work in fostering cross-sector cooperation and aligning industry efforts with EU circular economy objectives, helping to advance a more sustainable and competitive European industrial ecosystem.

Project update: TEcoNaut at METS 2025 and start of the piloting phase

The EU-funded Teconaut project in which EBI is involved was present during METS 2025, engaging with industry professionals and media to present the project's work on circular approaches to composite materials in boatbuilding. During the panel session on circular strategies for composites, European Boating Industry and INNOVATION YACHTS introduced TEcoNaut and its objectives. TEcoNaut was also featured by ANEN as part of its activities at its stand. The project is developing a vocational education and training (VET) course, "Sustainable Materials in the Boat Building Sector", aimed at supporting professionals in adopting next-generation, more sustainable materials and improving skills related to the use of composite materials in boatbuilding.

TEcoNaut is now entering its piloting phase. The final course version will be tested across partner countries, led by SOIB with the participation of Edu TR and other partners. The pilot will involve at least 30 users per participating country through theoretical and practical sessions, to assess the quality, usability and relevance of the course for VET learners and the maritime industry. Feedback from the pilot will inform the final project deliverables and support stronger links between VET centres and maritime companies.

EBI in the News



[Commission unveils the Sustainable Transport Investment Plan: a strategic approach to boost renewable and low-carbon fuels for aviation and waterborne transport](#)



[EU sustainable transport plan includes recreational boating for first time](#)

[“Nautical tourism is no longer a niche”: Industry leaders urge Europe to support recreational boating](#)

[boot Düsseldorf: Details of 2026 Blue Innovation Dock revealed](#)



[Future-proofing boat manufacturing in Europe: 11th EBI Breakfast Meeting at boot Düsseldorf](#)



[Recreational craft included in EU decarbonisation plan for the first time](#)



[EU Transport Investment Plan a boon for Europe’s boating sector](#)

[Europe’s recreational boating appeals for more support from EU](#)

[EBI welcomes new EU study calling for mutual recognition of boating licences](#)



[Le tourisme nautique européen cherche un cap stratégique commun](#)



[Neue EU-Studie empfiehlt europaweite Anerkennung](#)



[EU Study Backs Mutual Recognition of Boating Licences](#)



[European tourism helped by fishing and boating](#)

Funding

Innovation Fund funding opportunities (EU ETS revenues)

Innovation Fund: 2025 net-zero technologies call

- **Objective:** Supports highly innovative decarbonisation projects and clean-tech manufacturing to reduce greenhouse gas emissions. Eligible activities include manufacturing of components for renewable energy, energy storage, heat pumps and hydrogen production, as well as projects of different scales. Projects coordinated and implemented only by SMEs can receive a dedicated bonus point in the evaluation.
- **Application deadline:** 23 April 2026
- **More information:** Find more information [here](#).

European Hydrogen Bank: third hydrogen production auction

- **Objective:** Provides support for the production of renewable fuels of non-biological origin (RFNBO) hydrogen or electrolytic low-carbon hydrogen. Support is awarded as a fixed premium payment upon verified and certified hydrogen production, for up to 10 years. The auction includes topics covering different types of hydrogen production, including a topic linked to maritime or aviation off-takers.
- **Application deadline:** 19 February 2026
- **More information:** Find more information [here](#).

Industrial Decarbonisation Bank: first auction for industrial process heat

- **Objective:** Supports decarbonisation of industrial process heat through electrified and direct renewable heat solutions. Eligible technologies include heat pumps, electric boilers,

resistance and induction heating, and direct renewable heat (such as solar thermal or geothermal), including hybrid projects. Support is provided as an output-based fixed premium linked to verified decarbonised heat production, for up to five years.

- **Application deadline:** 19 February 2026
- **More information:** Find more information [here](#).

Horizon Europe Cluster 5 waterborne calls and infoday

Horizon Europe Cluster 5 Work Programme 2026–2027 has been published, including several calls under the Zero-Emission Waterborne Transport (ZEWT) Partnership. An EU Commission [online infoday](#) on the 2026 ZEWT topics will take place on 15 January 2026. The 2026 ZEWT calls below close on 14 April 2026.

HORIZON-CL5-2026-05-D5-11: Ports of the future (ZEWT Partnership)

- Objective: R&I to develop and demonstrate “ports of the future” concepts, technologies and operational approaches supporting the waterborne transition.
- Application deadline: 14 April 2026.
- More information: Find more information [here](#).

HORIZON-CL5-2026-05-D5-12: Shipyards of the future (ZEWT Partnership)

- Objective: R&I on next-generation shipyard processes and technologies to support modernisation, competitiveness and decarbonisation.
- Application deadline: 14 April 2026.
- More information: Find more information [here](#).

HORIZON-CL5-2026-05-D5-13: Safety of renewable low and zero-carbon waterborne fuels in port areas (ZEWT Partnership)

- Objective: Risk assessment, regulatory framework work and practical guidance for safe bunkering, handling and storage of renewable low- and zero-carbon fuels in port areas.
- Application deadline: 14 April 2026.
- More information: Find more information [here](#).

The Work Programme also flags ZEWT-related topics planned for 2027, including onboard renewable energy and energy saving measures, autonomous vessels (short sea and inland waterways), environmental impact mitigation in marine and aquatic ecosystems, and enhanced electric operation and battery durability.

Oberhavel funding scheme: Charging infrastructure for water-based tourism

- **Objective:** The district of Oberhavel (Germany) has launched a local funding programme to support the installation of public charging points for electric boats in marinas. The initiative aims to promote climate-friendly infrastructure and enable the use of zero-emission vessels. Four charging stations are planned along the Havel River, creating a continuous charging network between Berlin and Mecklenburg-Vorpommern. Marina owners and operators based in Oberhavel are eligible to apply.
- **Application deadline:** Not specified
- **More information:** [Click here](#)

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