



# EBI Newsletter

**March 2023**

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## EBI Webinar

### Webinar - Understanding and implementing LCA in the Boating Industry



On **Thursday 20 April at 11 am** EBI will hold its first webinar of the year: "**Understanding and implementing LCA in the Boating Industry**".

This webinar, exclusively for EBI members, will address one of the industry's hottest topics: Life Cycle Analysis. Featuring several experts in the area, the webinar will help

professionals **understand and use LCA as a tool to help them reduce their environmental footprint.**

Registration is now open [here](#) for EBI members and member companies of national member associations.

## EU News

### End of Life Roadmap

The "[Roadmap on the implementation of the circular economy for end-of-life boats](#)" was launched by the European Commission and European Boating Industry (EBI) on Thursday, 30 March.

It sets the stage to comprehensively **solve the issue of end-of-life boats**, a key challenge for the industry. Public and private stakeholders, including national authorities, industry, consumers/boaters, academia, and related industries came together in a Stakeholders' Group on end-of-life recreational boats co-chaired by EBI and the European Commission Directorate-General on Maritime Affairs and Fisheries to



European Boating Industry

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develop a comprehensive approach. It follows the successful dismantling and recycling schemes already set up in many European countries.

The industry, represented by EBI, commits **to phasing out landfilling and energy recovery by 2030**. It will expand the use of **more sustainable recycling solutions in coordination with other composite use industries**, such as wind energy. The Roadmap places the boating industry on a pathway to achieving the goals of the European Green Deal through the implementation of a number of policy objectives, namely the [New approach for a sustainable blue economy in the EU Transforming the EU's Blue Economy](#), the [Circular Economy Action Plan](#) and [Zero Pollution Ambition](#). In addition, the [European Strategy for more Growth and Jobs in Coastal and Maritime Tourism](#) and [Staff Working Document on Nautical Tourism](#) include end-of-life boats as priority areas.

Moreover, it provides **recommendations to be implemented, including on financing, dismantling, transport, recycling, research and innovation**. The Roadmap will be executed by **political and private-sector actors and be driven forward by a new EU Network on end-of-life boats**, promoting action at EU level and better coordination of Member States. Several countries have also indicated their interest in using the Roadmap as a blueprint to develop a comprehensive approach on end-of-life boats.

You can learn more [here](#).

## Version 2 of RSG guidelines published for Recreational Craft Directive

The Version 2 of the **2023 Guidelines of the Recreational Craft Sectoral Group (RSG) have been published**. RSG comprises primarily of notified bodies, as well as European Commission, user organisations, European standardisation bodies, and industry bodies including EBI. The guidelines are prepared to **assist Market Surveillance Authorities, Notified Bodies and Industry in implementing the Recreational Craft Directive**.

The latest edition of the guidelines (Version 2) can be found [here](#).

## Report by UN World Tourism Organization of methodologies and tools to measure GHG emissions

According to the report, at a global level, **the GHG emissions of the tourism sector stand at around 5% of global emissions**. It is estimated that 75% of all tourism emissions are linked to transportation.

A research project from 2013 estimated that the sector was responsible for 8% of global GHG emissions.

The report was developed by the UN World Tourism Organization (UNWTO) with support from the Germany Ministry for the Environment and is released in collaboration with UN Climate Change. It provides an **overview of GHG emissions measurement in tourism alongside an assessment of the sector's climate action efforts**. It summarises current methodologies, establishing the approaches and frameworks guiding measurement and the tools available to measure emissions.

The full report can be found in full [here](#).

## EU scientific study looks at composite recycling options

A study by the Joint Research Centre (JRC) was conducted to achieve a “**better definition and calculation of recycling**”. The JRC is the European Commission's science and knowledge service that employs scientists to carry out research to provide independent scientific advice and support to EU policy.

The report covers many areas of waste and recycling, but also focuses on the **treatment of composite materials**, as used in boat-building (carbon fibres and glass fibres). The report classifies the technologies according to their technology readiness level (TLR):

- **Mechanical recycling** can be applied to glass fibres (Technology readiness level - TRL - 9) and carbon fibres (TRL 6-7). This technology is effective, it requires low energy inputs and runs at low costs. Yet, this process drastically reduces the value of the recycled materials, namely short fibres and ground matrix powder that can be used as reinforcement or fillers, respectively.
- The **thermal technologies** that can be employed for composite materials' recycling can be classified in mature (i.e., pyrolysis) and emerging (i.e., gasification, depolymerisation, and high voltage pulse fragmentation). Pyrolysis allows the recovery of the fibres as ash and of the polymer matrix as hydrocarbon products. The recycled outputs can be used as additives and fillers, yet the value of these recycled materials decreases due to the high temperatures employed in the process. Further, pyrolysis requires high investment and running costs and is currently economically viable for carbon fibres only.
- **High voltage pulse fragmentation** (TRL 6) is an electro-mechanical process that effectively divides fibres from matrices with the use of electricity. Compared to mechanical recycling, high voltage pulse fragmentation allows obtaining longer and cleaner fibres that, hence, have higher value. However, only short fibres can be recovered at high quality, which requires high levels of energy.

- **Depolymerisation** (TRL 7) is a two-step process: in the first step, CO<sub>2</sub> is used to recover the fibres, while in the second step organic residues are removed while recovering the resin.
- **Gasification** (TRL 5-6) has the peculiarity of being a process able to treat mixed materials; however, the fibres obtained as recycled material are more degraded than the ones obtained through pyrolysis.
- Composite materials can be also treated through **cement co-processing** (TRL 9). The glass fibres can be used as a component of cement mixes (or cement clinkers), while the polymer matrix is burned as fuel for the process (refuse-derived fuel) reducing the carbon footprint of cement production. As the process both recovers energy and partially mass, it is not yet clear from the current definition of recycling whether the output of such a technology can be defined as recycled (and the related processing as recycling), to some extent.

The full study can be found [here](#). **EBI, together with a cross-sectoral alliance, is working on activating recycling pathway for the recycling of composite** coming from end-of-life boats and other composite products.

### **European Commission proposes new consumer rights for right-to-repair**

The European Commission adopted a new proposal on common EU rules promoting the repair of goods. The aim is to achieve **savings for consumers and support the objectives of the European Green Deal by reducing waste** and moving towards a circular economy

The proposal would ensure that **more products are repaired within the legal guarantee**, and that consumers have easier and cheaper options to repair products that are technically repairable (such as vacuum cleaners, or soon, tablets and smartphones) when the legal guarantee has expired or when the good is not functional anymore as a result of wear and tear. The proposal introduces a new 'right to repair' for consumers, both within and beyond the legal guarantee. Within the legal guarantee, sellers will be required to offer repair except when it is more expensive than replacement.

Beyond the legal guarantee, a **new set of rights and tools will be available to consumers** to make 'repair' an easy and accessible option for certain products, such as a washing machine or a TV.

- A **producers' obligation to inform** consumers about the products that they are obliged to repair themselves.
- An **online matchmaking repair platform** to connect consumers with repairers and sellers of refurbished goods in their area. The platform will enable searches by location and quality standards, helping consumers find attractive offers, and boosting visibility for repairers.

- A **European Repair Information Form** which consumers will be able to request from any repairer, bringing transparency to repair conditions and price, and make it easier for consumers to compare repair offers.
- A **European quality standard for repair services** will be developed to help consumers identify repairers who commit to a higher quality. This 'easy repair' standard will be open to all repairers across the EU willing to commit to minimum quality standards, for example based on duration, or availability of products.

The Commission's proposal will next be discussed and potentially adopted by the European Parliament and the Council. EBI is **evaluating relevance and impact of the proposal for the recreational boating industry**.

### **European Commission legislative proposal to counter greenwashing**

The Commission has proposed a **Directive with common EU criteria against greenwashing and misleading environmental claims**. The aim is to encourage consumers to make truly greener choices by giving more clarity, stronger reassurance on environment-friendly products and services.

According to the proposal, **companies choosing to make a 'green claim' about their products or services, will have to respect minimum norms** on how they substantiate these claims and how they communicate them.

The proposal targets **explicit claims**, such as for example: '**made of recycled plastic bottles**', '**CO2 compensated delivery**', '**made of 30% recycled plastic**'. It also aims to tackle the proliferation of labels as well as new public and private environmental labels. It covers all voluntary claims about the environmental impacts, aspects or performance of a product, service or the trader itself. Before companies communicate any of the covered types of 'green claims' to consumers, such **claims will need to be independently verified and proven with scientific evidence**. As part of the scientific analysis, companies will identify the environmental impacts that are actually relevant to their product, as well as identifying any possible trade-offs, to give a full and accurate picture.

The proposal will also regulate **environmental labels**. There are currently at least 230 different labels and the Commission views these as leading to consumer confusion and distrust. To control the proliferation of such labels, **new public labelling schemes will not be allowed**, unless developed at EU level, and any new private schemes will need to show higher environmental ambition than existing ones and get a pre-approval to be allowed. There are detailed rules about environmental labels in general: they must also be reliable, transparent, independently verified, and regularly reviewed.

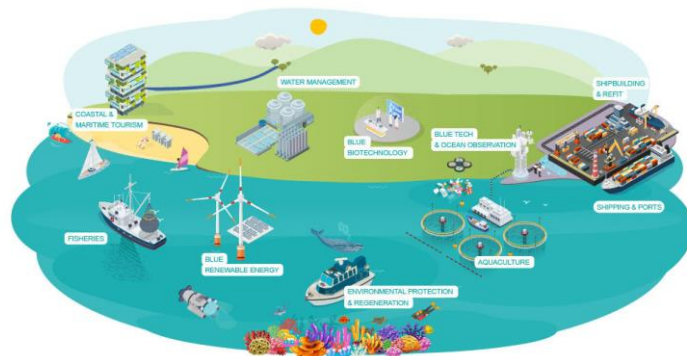
The proposal excludes claims that are covered by existing EU rules, such as the EU Ecolabel as current laws already ensure that these are reliable. Claims which will be covered by upcoming EU regulatory rules will be excluded for the same reason.

The Commission's proposal will next be discussed and potentially adopted by the European Parliament and the Council. **EBI is closely evaluating its relevance for the recreational boating industry.** The Directive would apply across sectors, thereby also applying to “green claims” by companies in the sector. It closely aligns with EBI’s working lines on Life Cycle Assessment, which the Executive Committee and a dedicated Taskforce is working on.

### BlueInvest: an ocean of investment opportunities in the sustainable blue economy

A [new investor report](#) by the European Commission shows that investors plan to invest an average of 124.5€ in the blue economy by 2030.

The main investment drivers for those present at BlueInvest Day and the BlueInvest e-pitching event co-organised with EBI, are **innovation, impact and sustainability** (besides economic return).



The report identifies **sustainable boating and sustainable tourism management** as two of the **key innovations and technologies to advance coastal and maritime tourism and ship-building**. Boating and nautical tourism and recreation are seen as key elements of both value chains. Some of the 27 action areas for accelerating the green and digital transition and for improving the resilience of the EU tourism industry, identified by the European Commission in 2022, were also included in the report such as: circularity of tourism services or peer learning and networking for SMEs.

The report shows examples of companies and entrepreneurs who are shaping the blue economy and highlights **specific investment opportunities**, including an overview of **key innovations and technologies**.

Click [here](#) to learn more.

## EBI Activities

### Key European Stakeholders, gathered as part of the Tourism Manifesto Coalition, co-sign a Code of Conduct on data sharing

In a move to respond to the digital transition of the tourism industry, EBI together with 19 other organisations representing the travel and tourism sector at European level agreed to sign a **Code of Conduct on data sharing in the tourism sector**. This non-binding document clarifies the main aspects to consider in data sharing agreements and should help to build trust and foster data sharing agreements.



This document aims at **building trust between tourism stakeholders and providing support in the creation of mutually beneficial data sharing agreements** in the tourism industry. By setting out common principles (such as interoperability, security, liability...) definitions and guidelines for data sharing, this document contributes to the EU-wide architecture for non-personal data exchange. It is a timely tool to respond to several challenges with regards to the access, use and sharing of data in a high-quality manner. It highlights how to ensure privacy and security when sorting and processing data. At the same time, this document establishes a level playing field where the public sector, private sector and stakeholders have equal chances and opportunities to use and share data in tourism.

You can find the Code of Conduct [here](#).

### BlueInvest & EBI worked together to boost innovation in the blue economy

March was a great month for the blue economy, with two events organised by the BlueInvest Initiative, one of them in collaboration with EBI.





BlueInvest Day took place on 9 March, **bringing together founders, investors and stakeholders to discuss scaling up finance for a sustainable blue economy #MadeInEurope**. EBI, attended as the European stakeholder representing and connecting boating companies and EU institutions.

As main counterpart for the European Commission in the recreational boating industry, EBI was delighted to see such a positive take in of its latest activities from the BlueInvest Initiative and the **recognition of the efforts and progress the nautical sector is doing on innovation and sustainability**. Some fantastic companies from the sector were nominated, many of which participated in the blue innovation dock earlier this year including nlcomp, BlueNav or this year's blue innovation dock winner, Seares.

Two weeks later, EBI organised together with BlueInvest the **second BlueInvest e-pitching session**, focused on the recreational boating sector. This event featured 5 innovative companies from the sector: **13 Mari** (Bulgaria), **Boatsandgo** (Italy), **Sylents** (Germany), **Toqua** (Belgium) and **Vision Anchor** (Slovenia).

The participants had the opportunity to pitch their companies and ideas to several investors who in turn could get a better understanding of the participants and with them, of the progresses the nautical industry is doing on innovation and sustainability.

The recording of the session is available [here](#).

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

## EBI in the News



[European Boating Industry sets ambitious 2030 target on end-of-life boats](#)



[A European Alliance for the circularity of composite materials, more than just an idea by Roberto Frassine, President, EuCIA](#)

European Boating Industry

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[Boating Industry Sets Ambitious 2030 Target on End-of-Life Boats](#)



[Boating industry sets 2030 target on end-of-life boats](#)



[European Boating industry sets ambitious 2030 target on end-of-life boats](#)



[EU-wide boating industry sets ambitious 2030 target on end-of-life boats](#)



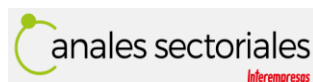
[Indústria náutica define meta ambiciosa para 2030 en barcos en fin de vida](#)



["Fine vita" delle imbarcazioni: l'industria nautica europea lancia la sua roadmap](#)



[EBI lancia nuove linee guida per il riciclaggio ecologico delle barche in Europa](#)



[La industria náutica establece un objetivo para 2030 sobre el reciclaje de embarcaciones](#)

## Funding

### **BlueInvest Readiness Assistance**

Funding programme: BlueInvest

Deadline: 7 April 2023

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

### **Sustainable Blue Call 2023**

Funding programme: Sustainable Blue Economy Partnership

Deadline: 14 April 2023

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

### **Support to Ukrainian companies to integrate into the Single Market**

Funding programme: Single Market Programme

Deadline: 27 April 2023

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

### **CASSINI Prize for digital space applications**

Funding programme: Horizon Europe

Deadline: 3 May 2023

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

### **Support to Ukrainian entrepreneurs- Erasmus for Young Entrepreneurs**

Funding programme: Single Market Programme

Deadline: 11 May 2023

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

### **Interreg Europe Call**

Funding programme: Interreg Europe

Deadline: 9 June 2023

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**

|                             |   |
|-----------------------------|---|
| <b>19 April, 10:00 CEST</b> | 2 <sup>nd</sup> Executive Committee (Online, Zoom)                                      |
| <b>20 April, 11:00 CEST</b> | EBI Webinar - Understanding and implementing LCA in the Boating Industry (Online, Zoom) |
| <b>24 – 25 May</b>          | European Maritime Day (Brest, France)   |
| <b>20 – 21 June</b>         | General Assembly (Jeanneau - Les Herbiers, France)                                      |
| <b>20 June, Afternoon</b>   | 3 <sup>rd</sup> Council meeting (Les Herbiers, France)                                  |
| <b>21 June, Morning</b>     | 2 <sup>nd</sup> General Assembly (Les Herbiers, France)                                 |

## EBI Members News

### The tenth Nautical Congress in San Sebastian shows the potential of the nautical sector, its challenges and opportunities.

ANEN, the association representing nautical companies in Spain, held its 10<sup>th</sup> Nautical Congress on 9 and 10 March.

The Congress, which took place in San Sebastian, hosted several industry experts who offered the keys to issues such as sustainability within the nautical sector, the economic balance of the industry both at Spanish and international level, the creation of the Codification Commission of Recreational Boating in Spain and the specialisation of workers through training.



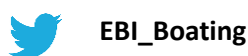
The 10<sup>th</sup> ANEN Congress registered a record attendance, including Jean-Pierre Goudant, President of EBI, who participated in the interesting discussions around the Congress.

You can learn more about the 10<sup>th</sup> Nautical Congress [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](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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