



**MINUTES OF THE TRANSEUROPE MARINAS MEETING,
HELD ONLINE ON THE 26th APRIL, 2022**

- 1.0 MS welcomed the members to the meeting, thanking the attendees for taking the time to join.
 2.0 In attendance:

Member	Marina
Maarten Desloovere (MD) (Vice-chair)	VY Nieuwpoort
Rob Vandenberg (RV)	Vrije Noordzeezeilers Blankenberge
Johan	Vrije Noordzeezeilers Blankenberge
Kerrie Gray (KG)	Poole Quay Boat Haven & Port of Poole Marina
Mieke Vleugels (MV)	Jachthaven Wetterwille
Russell Bowman (RB)	Beaulieu River Buckler's Hard
Roberto Perocchio (RP)	Marina del Cavallino
Alison Wakelin (AW)	Emsworth Yacht Harbour
Kevin Baird (RR Ireland) (KB)	Bangor Marina
Manon Marolt (MM)	Calais Marina
Julien Lebas (JL)	Le Havre Plaisance
María Santoro (MS)	Marina Combarro
Manuel Cameáns (MC)	Marina Combarro
Melanie Symes (MCS) (Secretary)	-
Guests	
Philip Easthill	European Boating Industry
Yonatan Bukhdruker	Pick a Pier
David Golin	Pick a Pier

Apologies were received from:

Member	Marina
Nienke Zetzema	Jachthaven Waterland
Chris Windsor	Dover Marina
Stuart Jones	Penarth Marina
Damien Offer	Malahide Marina
Deborah Wood	Aquavista
Chris Aldous	Gillingham Marina
Peter de Regt	Marina Port Zélande
Jean-Michel Gagné	-
Patricia Perraud	St. Quay Port d'Armor

3.0 Minutes. The Minutes of the last meeting held online on Tuesday 25th January, 2022, were approved.

4.0 Membership matters:

4.1 Membership resignations and applications

Members were advised that since the last meeting, Puerto Deportivo Gijón, Marina La Palma, Beaucette and Marina Portimao had resigned from the group. Whilst interest had been shown from prospective new members, no applications had been received.

4.2 Communications plan for 2022

4.2.1 New Vice Chair for the group Maarten Desloovere, who also heads up the Marketing and Development working group, had proposed initiatives to encourage more member engagement and increase visibility. These included creating an annual meeting agenda ahead of time and inviting interesting speakers to join the meetings and assist with providing information on key topics. He spoke about the need to provide members with useful information and articles to help facilitate cruising. A start-of-season guide for both new and existing members was also being prepared.

4.2.2 JL from Le Havre mentioned that his area had a recently boosted regional association (Normandy Marinas) and that he would be happy to share information. On behalf of Amélie Dupuy, MM described obtaining a mention in a local magazine that Calais Marina was part of TEM. Members agreed to retain advertising in the Reeds Almanac, given the new additional ebook format, for a reduced cost of £1400, whilst the decision was made not to continue this year with the TYHA panel at the Southampton Boat Show and instead boost the presence of the TEM brand via exhibiting members. MD asked whether members exhibiting at other shows, might also do the same, putting out postcards and promoting TEM.

4.3 Pick a Pier membership service update. MCS reminded members that activating the marina profile on Pick a Pier was essential in order to offer membership cards to berth-holders. A good number of members attending the meeting admitted to not having done this as yet. Members were asked to complete a short questionnaire to try to better understand any drawbacks or concerns standing in the way of this. Joining the meeting in advance of EBI's presentation, David Golin (DG) was asked how the PaP site was being modified to facilitate user access. DG reported that there were currently only 15-12 "active" (entering the platform and documenting user nights) marina members currently using the site. There are some 10 marinas that use it perhaps once or twice per season and the remainder weren't active at all; neither issuing cards nor receiving guests. These marinas were in some cases not even informing their staff that the marina was a member of TEM. PaP were developing plans to offer marinas different engagement-level packages starting at a very basic level, to more advanced stages including more innovative tools. KB described concern that upon receiving a reservation request he wasn't sure whether the request came from TransEurope or a third party and whether his marina would consequently have to pay a surcharge for this. DG confirmed that there was no additional cost to reservation transactions for TransEurope members. MCS recognised the need to clarify basic points so that members were better informed about the PaP service.

- 4.4** Review on developments regarding the revision of TransEurope membership benefits for berth-holders. MCS reported from a recent Marketing & Development meeting that none of the members present had wished to amend the existing 50% berthing discount. Periphery members had neither responded with alternatives and so it was suggested that for the time being, this topic was not a priority.

5.0 Short presentation by Philip Easthill – European Boating Industry: “EBI Guidance on Brexit: Issues for EU-UK boating traffic” followed by discussion amongst members.

MCS welcomed Philip Easthill from European Boating Industry who had come to talk about Brexit, EU-UK boating traffic and also EBI activities over recent months.

PE mentioned that EBI was delighted to have TEM on board as a Sustaining Member. He described how EBI had recently revised their operations strategy, now focused on representing and advancing a sustainable boating and nautical tourism industry.

Having identified key concerns raised by members, a document of Brexit-related and UK-EU trade agreement and arrangement FAQs was being regularly updated via consultations with the EU Commission and UK Govt. and sent out to members. Main issues raised concerned the application of VAT, the certification of second-hand boats, the temporary admission of goods and the Northern Ireland protocol. PE expressed his interest in listening to members in order to understand the nature of the major issues affecting EU/UK boating traffic.

Beyond the existing information set out by members (see Annex 1), AW added that the UK Border Force had informed marinas that there was a national phone number to report arrival in the UK. KB sent through links for the current documentation requirements. His marina was helping boaters complete these forms, assisting with contacting the hotline and the Bangor Marina office also held a stock of Q flags should these be required. He explained that this information was not on the Bangor Marina website, given regional variations, such as the requirement for a boater arriving from southern Ireland to complete some but not all of the steps (partial form completion but no passport needed). He explained how the NI Protocol meant that NI is the only region in the UK no longer permitted to sell red diesel and that boaters bringing pets have to come in through a special port of entry. All of these points generate both inconvenience and extra costs for boaters and marinas.

Across the Channel, JL mentioned that he had prepared two documents with the local customs in Le Havre for UK and non-Schengen boaters to complete prior to arrival, but that in nearby Cherbourg, separate documents were in use, prepared with their own customs authorities. AW welcomed this saying that many of her berth-holders enquired about the rules for visiting other countries such as France and Portugal but asked why there wasn't a standardised procedure. PE agreed that this would clearly be far more practical, but that he wasn't yet aware of plans in place to achieve this.

MD described using the Schengen form, completed by every boater arriving in Belgium, meaning that the form and passport was required across the board. He had assumed this was an EU process and was surprised to hear about localised procedures in France. He also questioned that if a boater had already entered the EU, he or she was presumably not required to resubmit similar entry forms. PE agreed that this made sense. MC from Combarro mentioned that while they didn't receive many boaters arriving directly from the UK, even the local customs official seemed to be ill-informed about UK boaters' rights to stay and for what duration. He said he had read that a boater that had remained in the EU for more than three years since Brexit, could be considered as having EU status. PE confirmed that this was correct but that the boat's flag and the nationality and rights of the people aboard were two separate issues.

MM from Calais asked whether TEM had plans to collate all of the latest information and send this to members. MCS relayed this question to EBI who said that currently they were sending out the Brexit FAQ but that bringing together all of the current national and regional documentation and advice would require significant resources. As such, it wasn't yet being done, but was certainly a consideration. For now, they would continue to update the FAQ document and could add the information available, consulting with the other EBI members.

Members complained about the absurdity of the new International Catering Waste procedures, classifying food waste proceeding from the EU as hazardous waste, with the corresponding handling and removal expenses. Various members mentioned the topic of red diesel, enquiring whether it was permitted to travel to the EU with red diesel in the tanks, if receipts were held with proof that duty had been paid. PE was not clear on requirements but offered to research the matter.

EBI and TEM agreed to continue correspondence and share information as it becomes available.

RP asked PE whether he might produce a quick update on EU VAT Directive. PE explained that EBI had been lobbying to achieve reduced VAT rates for marina accommodation and charter boat accommodation, but EU focus had been principally on social and environmental factors such as heat pumps and solar panels, meaning that marina accommodation had not yet been amended. This said, EBI was committed to continuing to lobby on this topic.

MCS thanked Philip for his time and expertise and also thanked members for sharing their knowledge and experiences.

6.0 Date and place of next meeting

The date for the next meeting was set for Tuesday 19th July at 14:00 WEST / 15:00 CEST / 16:00 EEST with confirmation of the CMM meeting pending in order to set the date for the September meeting at the Southampton Boat Show.

ANNEX 1

Resources provided by members and EBI during and just after the meeting:

General information on entry and exit procedures in the UK as a private vessel:

- <https://www.rya.org.uk/knowledge/abroad/entry-exit-formalities>
- <https://www.rya.org.uk/knowledge/abroad/visiting-the-uk>
- <https://www.gov.uk/government/publications/sailing-a-leisure-craft-to-and-from-the-uk>
- https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1033622/C1331-12-20_PDF_Version.pdf
- <https://www.gov.uk/government/publications/notice-8-sailing-your-pleasure-craft-to-and-from-the-uk>

On general post-Brexit rules for travellers to and from the UK:

- <https://www.gov.uk/government/publications/hmrc-brexit-transition-communications-resources/travellers-communication-pack-plain-text>

On UK boats in Spain

- <https://www.extenda.es/repercusion-del-brexit-sobre-los-barcos-matriculados-en-reino-unido-y-amarrados-en-andalucia/>

On the matter of Red Diesel:

- <https://www.rya.org.uk/knowledge/abroad/red-diesel-abroad>
- <https://www.rya.org.uk/knowledge/regulations/red-diesel>
- <https://www.gov.uk/government/publications/changes-to-rebated-fuels-entitlement-from-1-april-2022/check-when-rebated-fuel-can-be-used>
- <https://www.gov.uk/guidance/fuel-used-in-private-pleasure-craft-and-for-private-pleasure-flying-excise-notice-554>
- Consolidated text of the Council Decision of 15 March 1993 concerning the conclusion of the Convention on Temporary Admission and accepting its annexes (93/329/EEC): <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A01993D0329-19930527> -> Annex C, Article 4 concerns provisions for “fuel contained in the normal tanks of the means of transport temporarily admitted”

On International Catering Waste

- <https://www.gov.uk/guidance/handling-and-disposing-of-international-catering-waste#full-publication-update-history>

On Pets – travelling to and from the UK

- <https://www.gov.uk/taking-your-pet-abroad>
- <https://www.gov.uk/bring-pet-to-great-britain>

Le Havre Customs forms:

- <https://lehavreplaisance.com/library/file/PAF-le-Havre-Immigration-Form.%20anglais%20odt%202-1%285%29.pdf>
- <https://lehavreplaisance.com/library/file/Affiche%20APPN%20-%20procedure%20entree%20Royaume%20Uni%20%284%29%283%29.pdf>

From Kevin Baird – Bangor Marina Harbour Master:

[The UK Border] Force is developing an online service ‘Submit a Pleasure Craft Report’ (sPCR) for recreational skippers who need to clear immigration and customs. The online application will enable skippers to digitally submit information quickly and easily about their voyage and persons on board in advance of their departure to or from the UK. Border Force is also engaging with HMRC to ensure that reporting to Government in respect of these voyages are submitted in a more streamlined manner to avoid duplication where possible. Border Force hopes that the new digital application will assist the facilitation of legitimate movements, in line with the Government's commitment to digitise border systems. Border Force aims to launch this service into the public domain in early Summer 2022. –