



## EU Newsletter | July-September 2022

Provided by European Boating Industry (EBI)

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**Disclaimer:** This newsletter is provided to ICOMIA as part of the partnership agreement. The aim is to provide input from the European level to ICOMIA for its global activities on the developments across key EU policy areas affecting the industry. It also aims at avoiding duplication of activities. This is provided to ICOMIA for every two months. EBI takes no responsibility for the content of this newsletter or its further use. For further information about topics covered, please contact Philip Easthill ([pe@europeanboatingindustry.eu](mailto:pe@europeanboatingindustry.eu))

## EU News

### EU Summer economic forecast

Russia's war against Ukraine continues to negatively affect the EU economy, setting it on a path of lower growth. Annual average inflation is projected to peak at historical highs in 2022 before easing in 2023. The Summer 2022 Economic Forecast projects that the EU economy will grow by 2.7% in 2022 and 1.5% in 2023. To read the full forecast, please click [here](#).

### Agreement on EU-New Zealand trade partnership

The European Union and New Zealand concluded negotiations on a trade agreement. The agreement removes duties on all EU goods exports to New Zealand from entry into force. The agreement will also eliminate or substantially reduce duties on most goods exported to the EU. Rules of origin have been agreed that ensure that products that have been significantly processed in one of the parties can benefit from the tariff preferences of the agreement. The agreement will have to be adopted by the Council of the EU and the European Parliament before entering into force. A summary of the trade agreement can be found [here](#) and all documents [here](#).

### Development of international LCA standard

The International EPD system is developing Product Category Rules (PCR) for yachts, small craft, and vessels. Once finalised, these would form an international standard for Life Cycle Assessment (LCA). Even though voluntary in nature and not immediately relevant to EU regulatory landscape, it could provide the industry with a valuable tool in the green transition. A harmonised approach to LCA at international level would facilitate the comparison of different LCAs that are seen as key to reduce environmental impact in the recreational boating sector. EBI has been in close contact with the Committee developing the standard to provide feedback from the sector, as well as responded to the open consultation. Several comments have been voiced by EBI that - if taken on board - would ensure that the standard is more suitable for the sector. Information has also been provided to ICOMIA. More information can be found [here](#).

### European Commission report on RCD

The European Commission published its second report on the Recreational Craft Directive (RCD) on 28 July. It covers exhaust emissions, Greenhouse Gas (GHG) emissions, evaporative emissions, and design categories. It is largely based on a third-party study executed for the European Commission and contains an outlook on potential changes to the RCD. The report can be found [here](#). The meeting of the RCD Expert Group on 21 September, which brings together the European Commission, Member

States, and stakeholders, was the first occasion to officially discuss the reports. EBI presented its two comprehensive position papers on the RCD review with the key issues for the European industry. The European Commission mentioned that before any legislative changes will be presented, a detailed impact assessment is necessary to look at social, economic, and environmental impacts. The timing of this process has not been decided yet and it may take up to 2 years (or more) before a legislative proposal is presented.

### **Single Market Emergency Instrument**

The Commission presented the new Single Market Emergency Instrument in September. This crisis governance framework aims to preserve the free movement of goods, services and persons and the availability of essential goods and services in the event of future emergencies. This in reaction to the many issues that occurred during the first months of the COVID-19 crisis, which highlighted structural shortcomings in the EU's ability to effectively respond to emergency situations in a coordinated manner. Unilateral measures caused fragmentation, worsening the crisis, and affecting particularly SMEs. The proposals will now be discussed by the European Parliament and Council of the European Union. More information can be found [here](#).

### **Reminder on new UK Conformity Assessment from 2023**

Starting the 1 January 2023, CE marking will no longer be accepted in Great Britain. Companies wanting to import and sell goods within the UK will have to comply with the new UK Conformity Assessment (UKCA) to demonstrate that goods meet all legal requirements. This includes recreational craft and personal watercrafts. The new UKCA marking will be mandatory after 31 December 2022, but it is recommended to start using the UKCA as soon as possible. The UK Government has put in place a [Step by Step Guide](#) as well as a shorter [One Pager](#) that explains how to use the UKCA to place goods on the market in Great Britain (note that this new certification does not apply for products placed on the Northern Ireland market).

### **EBI response to consultation of Waste Framework Directive**

Given the importance of tackling the issue of dismantling and recycling end-of-life boats, EBI analyses relevant EU law in relation to changes necessary to facilitate recycling. Foremost among these is the EU Waste Framework Directive. It sets the concepts and definitions on waste management in the EU, including definitions of waste, recycling, and recovery. The foundation of EU waste management is the five-tier “waste hierarchy” that establishes an order of preference for managing and disposing of waste. The Directive will be revised, and EBI responded to the European Commission’s public consultation that will lay the basis for the revision. The full response can be found [here](#).

## **EBI speaks at European Parliament Committee on advancing on-water recreation**

On 26 September, the European Parliament Transport and Tourism Committee held a public hearing on the advancement of on-water recreation and tourism. EBI was invited, together with experts of the industry, to participate at the public hearing by the Chair of the Committee, Ms Karima Delli, to represent the interests of the industry as the European association for the sector. The public hearing was the first time for the recreational boating industry that a hearing was organised focusing solely on the sector, opening a new door at the highest European political level.

Philip Easthill, Secretary General of European Boating Industry, introduced EBI to the Members of the European Parliament and presented the situation of the sector in the European Union. He addressed the main issues that make the recreational boating sector one of Europe's hidden champions, while presenting a number of measures needed to take advantage of this thriving European industry.

Roberto Perocchio, President of Assomarinas, presented the situation of marinas in Europe and their demands, including the need for a common European approach. George Vernicos, Member and Honorary President of the Board of the Hellenic Professional Yacht Owners Association, addressed the future of the charter sector, which looks very promising with the potential to gain even more importance within the European tourism landscape. Nicolas Delaporte, Head of the Tourism division of Voies Navigables de France, presented inland navigation and the type of activities and tourist profiles it brings to destinations, which generates benefits that go beyond the water.

After the experts' interventions, MEPs took the opportunity to contribute to the debate. All the interventions were positive in their approach to recreational boating and on-water tourism. MEPs agreed that nautical tourism is beneficial. Sustainability and local communities were particularly on their minds, being recognised as the two key issues that should be at the heart of any action aimed at nautical tourism, including EU funding. Chair Marina Delli expressed concern about superyachts and the negative impact their emissions generate, as well as the problem of their registration and the working conditions of the crew. She wondered what the EU could do to address this issue. The recording of the public hearing can be found [here](#).

## **EU Institutions focus on nautical tourism following EBI event**

At a high-level event of the European Parliament Intergroup on Seas, Rivers, Islands and Coastal Areas, co-organised by European Boating Industry and the Conference of Peripheral Maritime Regions, on 13 July 2022 the industry and EU institutions met to discuss the priorities for recreational boating and nautical tourism. This was followed by a declaration on " Developing common rules for truly European nautical tourism ".

The influential cross-party Intergroup, which covers maritime and inland waterway topics, brings together 107 MEPs from 23 different Member States and 6 political groups. With close to 200 registered participants, it was the setting for a much-needed and enriching conversation on the steps EU institutions should take to secure the future of European nautical tourism and the boating industry, which is intrinsically linked to the blue economy.

All speakers agreed on the need for a more European approach to address the issues highlighted at the event: the recognition of private boaters' licenses, the mutual recognition of skipper qualifications, the sustainable development of pleasure ports and inland recreational navigation as well as the alignment of reduced VAT rates across the tourism sector to ensure a level playing field. Following the presentations, MEP Jan-Christoph Oetjen presented the SEArca Declaration on "*The development of a truly European and sustainable nautical tourism*". It underlines the need for a common set of rules for the nautical tourism sector at EU level. The declaration can be found [here](#) and the recording of the event [here](#).

### **Blue Innovation Dock 360° organised by EBI and boot Düsseldorf to advance sustainability**

The Blue Innovation Dock 360° (BID) is one of the latest additions to the new three-year partnership between EBI and boot Düsseldorf. The BID aims to advance the industry on the pathway to sustainability based on innovation and will host 9 days of panel discussions, presentations, and keynotes during boot Düsseldorf from 21-29 January 2023.

BID's kick-off event took place on 30 August and was organised by boot Düsseldorf and European Boating Industry. It was opened by Petros Michelidakis (Director, boot Düsseldorf) and Philip Easthill (Secretary-General, EBI). In the keynote speeches, Dean Smith (COO, D Marin) presented his vision on the future of the marina sector, based on the experience of D Marin. Linos Voskarides (Policy Officer - Maritime Policy - Sustainable Blue Economy, European Commission) presented the environmental and climate change-tackling ambition of the European Commission with the European Green Deal.

The panel discussion, moderated by boating journalist Marcus Krall, brought together key stakeholders of the sector. Besides the two keynote speakers, it included Renata Marević (Manager, Marina Punat), Hans Roelants (General Manager, Searay Netherlands), and Oliver Glück (Vice President Marketing, Torqeedo). The recording of the kick-off meeting can be found [here](#).

## **Consultations**

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