

**MINUTES OF THE EUROPEAN BOATING ASSOCIATION**  
**GENERAL ASSEMBLY**  
**MARITIM PROARTE HOTEL, BERLIN, GERMANY**  
**16 – 17 October 2015**

**There were present:**

EBA President	NL	DEKKER	Willem
Cruising Club of Switzerland	CH	ROESCH	Marc
Danmarks Fritidssejler Union	DK	DAMSGAARD-LOVMAND	Henrik
Danmarks Fritidssejler Union	DK	HANSEN	Bent
Dansk Sejlunion	DK	GERSTRØM	Carl
Dansk Sejlunion	DK	PEDERSEN	Henrik
Dansk Sejlunion	DK	NIELSEN	Peer Bent
Danske Tursejlere	DK	JAKOBSEN	Poul Erik
DBA - The Barge Association	UK	SOPER	Andy
Deniz Ticaret Odasi	T	NALBANTOĞLU	Gündüz
Deutscher Motoryachtverband	D	HAENDEL	Dieter
Deutscher Motoryachtverband	D	RÖCKER	Winfried (Plenary 1 only)
Deutscher Segler-Verband	D	FEYERABEND	Jürgen
Federazione Italiana Vela	I	BRIANTE	Glauco
Federazione Italiana Vela	I	OLIMBO	Giancarlo
Irish Sailing Association	IE	HERMON	Harry
Kongelig Norsk Baatforbund	N	OLSEN	Egil
Kongelig Norsk Baatforbund	N	SOLVANG	Endre
Koninklijk Belgisch Yachting Verbond	BE	HUYGE	Jean-Pierre
Koninklijke Nederlandsche Motorboot Club	NL	SMIDT	Harm
National Boating Federation (Observer)	USA	DAVID	Bob
Norges Seilforbund	N	LARSEN	Peter
Österreichischer Hochsee-yachtsport-Verband	A	FERSTL	Holger
Österreichischer Hochsee-yachtsport-Verband	A	PISA	Alfred
Österreichischer Segel-Verband	A	GRIEßLER	Markus
Royal Yachting Association	UK	HANSEN	Julian
Suomen Purjehdus ja Veneily ry	FI	HONGELIN	Lars
Svenska Båttunionen	S	GARDE	Bengt
Svenska Båttunionen	S	HOLST	Kjell
Svenska Båttunionen	S	KARLSSON	Peter

**In Attendance:**

Secretariat (Royal Yachting Association)

EBA General Secretary	UK	CARRUTHERS	Stuart
EBA Environmental Secretary	UK	BARTON	Emma
EBA Regulatory Secretary	UK	LEWIS	Gus
EBA Secretariat	UK	PADDISON	Carol

**Apologies for absence:**

Asociación de Navegantes de Recreo  
 Fédération Française de Voile  
 Landelijke Bond Waterrecreatie Beoefening Motoryachting  
 Koninklijk Nederlands Watersport Verbond  
 Motorbootsport u. Seefahrts Verband Österreich  
 Siglingasamband Íslands

## 1. President's opening address

The President opened the meeting and welcomed those present to Berlin. The President welcomed Herr Winfried Röcker, President of Deutscher Motor Yacht Verband and thanked him and the Deutscher Motor Yacht Verband for hosting the EBA General Assembly in Berlin.

Mr. Röcker addressed the GA and welcomed the delegates to Berlin.

The President noted apologies and welcomed those who were new to the EBA.

The President then gave a short presentation on the relevance of EBA activities and what the EBA had achieved.

No additional items were requested under Any Other Business.

Link to: [President's Opening Presentation](#)

## 2. Minutes of the last General Assembly

The [minutes of the EBA General Assembly held in Venice 10 - 11 April 2015](#) were approved by the President as a true record of the meeting and were circulated to members for comment on 12 May 2015. In accordance with the EBA Constitution Members had the opportunity to propose amendments to the minutes for 2 weeks after publication. No proposed amendments were received and therefore the minutes were accepted as approved on 26 May 2015.

## 3. Actions from the minutes of the last General Assembly

Action	For	Detail	Status
1	Sec	Secretariat to update the EBA constitution (published in the Members' area on the EBA website)	Done
2	Executive	Executive Committee To Revise And Update The Strategic Plan (published in the Members' area on the EBA website)	Done
3	Sec	Secretariat to create an area for position statements on the EBA website. See <a href="http://www.eba.eu.com/positions">http://www.eba.eu.com/positions</a>	Done
4	Sec	Draft position statement of boat recycling legislation.	Agenda Item 6b
5	All	Members who had not responded to the FRWG questionnaire were asked to do so	Agenda Item 6a
6	Sec	Put template for project specific WG on EBA website See: <a href="http://www.eba.eu.com/site-documents/working-group-docs/EBA-PSWGIDT.docx">http://www.eba.eu.com/site-documents/working-group-docs/EBA-PSWGIDT.docx</a>	Done
7	Emma Barton	Draft the recreational boating element of European Code of Conduct on IAS	Agenda Item 8a
8	Sec	Publish the EBA position paper on skipper licencing on EBA web site	Agenda Item 10a
9	Sec	Write to Spanish authorities outlining EBA concerns	Done
10	Sec	Send letter on TTIP to the European commission	Done
11	All	Send at least one article to secretariat for publication	Agenda Item 17a
12	Sec	Consider whether there are discrepancies in VAT documentation that need to be clarified by EC Conclusions: <a href="#">Analysis of the RRG Questionnaire on VAT</a>	Done

#### 4. Constitutional Matters

##### a. Membership Applications & Resignations

The General Assembly noted with regret that the POLSKI ZWIJ\ZEK MOTOROWODNY I NARCIARSTWA WODNEGO (Polish Motorboat and Water Ski Association) had resigned its membership

**ACTION 1: Secretariat to remove PZWNW membership details from the active members' database.**

It was noted that the Yacht Club Regal Roman (Royal Romanian Yacht Club) membership fees were still outstanding

**ACTION 2: President to contact the YCRR Secretariat to remind them that their fees were still outstanding.**

##### b. Members Contact Information & Delegates

The Secretariat introduced the "Book of Remembrance" and asked those present to check their contact details. Members were reminded that this was the only means the Secretariat had of contacting EBA members.

#### 5. EBA Finance

##### a. Status of accounts 2015

The Treasurer showed the financial status as at 19 Oct 15 which showed a predicted deficit of - €427. It was noted that the agreed budget for 2015 had shown a deficit of €2500. This had been minimised by good management and because the money allocated to the FRWG (€1000) had not been spent.

##### b. Membership Fees and Budget for 2016

The draft budget for 2016 also proposed a deficit. This was partly because the cost of arranging the EBA General Assemblies was increasing. More importantly the EUR/GBP exchange rate had been going up for some time. This significantly influenced the EBA budget because about  $\frac{3}{4}$  of the EBA's expenditure was paid in GBP. The increasing exchange rate was costing the EBA money.

Fortunately the EBA had saved a considerable excess of income over the years and had a reserve in its savings account. In the short term a budget deficit due to the exchange rates did not cause the EBA a significant problem. But if the situation continued the EBA would need to find a way to eliminate the differences between its income and expenditure.

Prior to setting the 2017 budget the EBA General Assembly needed to decide whether to spend its reserves, decrease its expenditure or increase the membership subscriptions.

**DECISION 1: The General Assembly accepted the status of the accounts and the budget for 2016.**

**ACTION 3: Executive to discuss alternative methods and produce proposals for reducing the annual deficit for General Assembly discussion and decision in Palma in 2016.**

## 6. Working Group Progress Reports

### a. Foreign Regulations Working Group

The aim of the FRWG was to produce practical information that would be useful for cruising boaters visiting the waters of other countries, particularly members of the EBA. The EBA represented 18 countries; 16 had answered the FRWG questionnaire that was circulated by the Secretariat. It was noted that the questionnaire was a general one and that not all the questions were applicable to all countries.

The intention was to create a special section on the website for the results and a €1000 had been allocated for this, however, this had not happened and the WG recommended that the information should simply be presented as it is – country by country - and then close the WG. It was hoped that the information would be updated as members became aware of changes and when updates to the RRG were requested.

**DECISION 2: The General Assembly agreed that the results of the Questionnaire would be published on the EBA website.**

**DECISION 3: The activities of the FRWG were concluded and the WG was disbanded.**

**ACTION 4: Secretariat to publish the results of the FRWG Questionnaire in the Members' area of the EBA website.**

### b. End Of Life of Boats Working Group

Giancarlo Olimbo gave an update on the Boat Digest project, his presentation at the Boat Digest Conference in Brussels on 23 September and introduced the draft EBA position paper on ELB together with a short presentation on the potential size of the problem, which highlighted the main issue for EBA members which was who would pay and how this might be done.

Despite advances in waste management in Europe, ultimately there was need for harmonised measures for dealing with ELB boats similar to those that exist for motor vehicles which promote recycling and use of reusable equipment, components and materials.

Boat Digest had made a valuable contribution in raising awareness of the problems of disposal for the industry and owners alike, however it had not looked at cost models and options for disposal. Furthermore, unlike the motor industry there was little regulatory incentive for the boating industry to develop and deliver cost effective and environmentally sustainable options at the moment. This might require intervention by the EU Commission.

All this suggested that the EBA should set out its position on the disposal of boats that have reached their end of life to ensure that the following issues are addressed:

- who pays;
- how recycling of boats is to be funded in the future;
- how to engage the industry as well as the end user (Boat Owner) in the recycling process.

Giancarlo concluded his presentation by thanking all members of the WG for their contributions and then introduced the draft EBA position paper on ELB. There then followed a wide ranging discussion on issues regarding the legacy problem and the viability of the recycling process and how best to approach the EU Commission once the EBA had agreed its position.

The President asked the Assembly to accept the position paper; it was unanimously approved. The President also noted that the ELB WG had now concluded its work and proposed that it now be disbanded.

Link to: [ELB WG Presentation](#)

**DECISION 4: The EBA position paper on ELB was approved.**

**DECISION 5: The work of the ELB WG is complete and the WG is closed.**

**ACTION 5: Secretariat to publish the EBA Position on ELB on the EBA website.**

The President also noted that the boating industry was holding a one day conference on this subject at METS 2015 and that he hoped to go to represent user interests.

*Afternote: The President will attend to represent the EBA and to give a presentation on the EBA's concerns.*

Gus Lewis concluded by stating that now the EBA had an approved position, which could be used widely by members. The Secretariat and the Executive would establish if any particular DG in Brussels was working on the issue and examine how best to take the work forward.

**DECISION 6: The General Assembly decided that the Secretariat together with the Executive should take the EBA Position on ELB forward.**

## **7. EBA Communities of Common Interest Chairman's Reports**

The principle of these Communities of Common Interest was to involve all EBA members in low key discussions at first hand to bring forward items that are a problem or causing difficulty and which might need attention by the Assembly.

### **a. Baltic Sea Network (BSN)**

Carl Gerstroem provided feedback on the meeting which involved 11 members and discussed a number of topics for further discussion in a more structured form at future EBA meetings.

The BSN community recommended closing the BSN WG which was formed to do a survey of recreational boating in the Baltic area but now only had four members. Carl stated that in future the work on the BSN WG would be undertaken by the Nordic Boat Council who had a much greater involvement in these issues. It was further suggested that the Nordic Boat Council be asked to report on matters of interest to the EBA Assembly.

DSV was concerned about its view of overlapping themes with the Baltic Sea Cruising Network (BSCN) and duplication of work particularly that of the FRWG. The view of DSV was that the EBA was copying the work of the BSCN and that the EBA should have discussed this with the BSCN instead. Gus Lewis explained that the questionnaire used for the FRWG was written by Carl and he was free to use it again for the EBA should he wish to do so. The second point was that the EBA and the BSCN are not the same organisation and we do not share papers or information on a regular basis; the fact that the Foreign Regulations questionnaire was the same should have made it easy to send exactly same information to the EBA.

DSV maintained its view that the questionnaire was the property of BSCN. The Secretary again made it clear that it was Carl's work and his intellectual property. As such he had given the EBA permission to use it – it did not belong to the BSCN. It made no sense that

as DSV had agreed to the work of the FRWG it could not send the answers to the questionnaire to the Secretariat

**DECISION 7: It was agreed that the BSN WG should be disbanded.**

**ACTION 7: DSV was again asked to respond to the FRWG questionnaire.**

#### **b. Inland Waterways**

The community was established in Venice and met again in Berlin and had made some progress; regrettably 2 members of the community, Michel Bazile and Hans Lux, were unable to attend the Berlin assembly. The Community hoped to attract two more members, one from Poland and one from Belgium (hopefully Ben Eeman).

Dieter Haendel showed the seven community objectives (circulated with the agenda) and briefed the Assembly on each of them. It was made clear that the list was not exhaustive and new topics would be included as they arose.

One particular matter of interest was the transfer of waterways into private ownership as was happening in a number of countries. The issue was to keep national water traffic legislation so it was uniform across national waterways.

There had been no progress on inland AIS since Venice. CCNR was keen to collect more information before discussing any problems as the legislation had only been operating for a year.

There had been an annual COA stakeholder meeting (organized for co-ordinating stakeholder interests with CCNR working programmes) in Strasbourg the week before the Berlin Assembly which Dieter had attended. Only four stakeholders were represented – commercial shipping, water police, EBA and harbours. All were asked what stakeholder interests should be added to future CCNR work. The EBA expressed an interest on the new CESNI committee on standardisation of technical requirements for inland vessels and shipmaster certification.

The EBA's interest in shipmaster licences concerned the possible interest of the EU Commission in introducing boat licencing for smaller recreational boats. In this respect the EBA position paper had been sent to CCNR. The advice from CCNR was to keep UNECE resolution 40 out of discussions on shipmaster licencing to avoid a European recreational licence through the 'back door'. CCNR endorsed the EBA position paper on skipper licencing as a document that is fully in line with their thinking.

Technical work under the Joint Working Group of CCNR had stopped and would transfer to a new WG of CESNI. The EBA intended to comment on a new draft standard in due course and that work was to be led by Andy Soper.

There had been some discussion on IAS but this was left until Agenda Item 8 for discussion.

*Link to: [CCNR COA Report](#)*

#### **Numericanal update**

Numericanal is an EU project to 'improve connectivity' on inland waterways. Although it should have finished in September 2015 delivery of results continued. The most important work for recreational boaters is probably a portal to waterway information.

The Aims were:

- Analyse existing good practices and identify potential new practices.
- Develop / pilot use of mobile technology information for users (smartphones / lock operation, etc).
- Develop / pilot new technology approaches to safety, particularly conflicts between smaller leisure boats and freight / commercial boats.
- Assess congestion and 'danger zones' and analyse the associated training needs.
- Develop / pilot ICT waterway control & management systems.
- Evaluate these projects and roll out results and lessons learned.

Results so far:

- Development and delivery in September 2015 of an App for iPhones 'Safeguarder'. Android version to follow. Both Eijsden-Margraten and Eindhoven in the Netherlands were implementing local information systems accessed by App. Danger zones had been identified in the Netherlands and some other countries and were included in SAFEGUIDER. More information was still needed from other countries. The App also allowed the reporting of incidents and near misses between craft.
- Development of an App for boater operation of bridges - pilot available and demonstrated on Gloucester and Sharpness canal in UK. Planned roll-out to 12 bridges replacing bridge-keepers with remote monitoring and a control centre in Hatton (100 miles away). Generic specification for control centre produced October 2015 - 300 pages.

### **c. NE Atlantic / North Sea**

The President led this group and held the first meeting in Berlin with representatives from Norway, Denmark, UK, Netherlands and the support of Emma Barton who represents the EBA on OSPAR and on the EU environmental agenda. The President introduced the launch document which had been circulated with the agenda.

The President missed representatives from France, Belgium, Germany and Ireland and invited them to join at the next meeting. The President noted that a number of representatives would have a national interest in more than one community of common interest.

One issue that was raised by Emma Barton was the Marine Spatial Planning Directive that might need to be brought to the attention of the Assembly, particularly its impact on the North Sea. The threats were wind farms, fish farms, protected areas, birds, industrial development and military ranges all of which might impact on our sea room.

There was some discussion on MSFD and IAS, but it was noted that these were agenda items in their own right.

Lastly there was some discussion on the impact of tidal energy development particularly tidal impoundments.

### **d. Mediterranean**

Giancarlo Olimbo led the introductory meeting of this community and introduced his launch document which was circulated with the Agenda under item 7d. The launch document highlighted a number of issues that might need to be addressed and again comment was made about the effects of Marine Spatial Planning on recreational boating activity and the same comments were made about the same threats.

Markus Grießler drew attention to the environmental issues and pollution in the

Mediterranean Sea. He mentioned a group called the Living Ocean Society in Austria which did a good job in producing environment information for boaters. Markus suggested that he invited a representative to the Vienna meeting to give a short presentation on their work.

**DECISION 8: The President agreed that a representative from the Living Ocean Society should be invited to the Vienna meeting to give a short presentation.**

**ACTION 8: Markus Grießler to invite representative from the Living Ocean Society.**

In concluding this agenda item there was some discussion on attracting new members to join the EBA because it was clear that the issues that had been discussed would impact on them as well. The Secretary reminded delegates that there was a guest procedure if they wished to invite potential members to the EBA to see what we do.

## **8. Invasive Alien Species**

### **a. Council of Europe Code of Conduct**

Emma Barton introduced the draft Code of Conduct for the recreational boating sector which she had been tasked to write in Venice. The initial draft had been circulated for comment and the resulting final draft had been circulated as an agenda paper. The discussion focused on what if anything would improve the document not whether it should be written; the EBA had a contract to submit the document by the end of October 2015.

Emma noted that the document followed a fixed template and the final document would be approved by the Council for Europe. The document was not intended for direct circulation to boaters but as detailed guidance on the scientific basis for a brochure that would be a lot more accessible. The limitations of the document were noted and it was acknowledged that the code was not advice that the EBA would produce for its members; it was advice from the EBA to the Council of Europe.

The basis of the code drew on the IMO guidance but expanded some sections to give more specific advice on some issues.

Emma made it clear that the majority of the comments made had been taken on board and the draft modified accordingly. At this stage any further comments needed to be specific not general in nature.

There followed some discussion on the draft; it was agreed that the paper would be amended in the light of a forthcoming decision on the definition of recreational boating to be decided under item 10 and advice on antifouling on inland waters was added. It was agreed that a sentence would be added to make clear that not all fouling is invasive. Otherwise the Assembly approved the draft.

**DECISION 9: The Assembly approved the draft Code of Conduct.**

**ACTION 9: Emma Barton to finalise the draft Invasive Alien Species Code of Conduct and forward it to the Council of Europe.**

General comments were made about the need to expand the environmental agenda as a number of important issues need to be addressed including antifouling compounds and the application of these. The Secretary reminded all that such items should be proposed by members together with a short explanation for the proposal when the calling notice for an assembly is published.



## **b. Proposed Species to be regulated in the EU**

Emma Barton gave a short presentation on the proposals. *Link to: [EU Species Presentation](#)*

Emma then outlined the process for approving the list of species to be regulated and how the EBA might influence that list. Emma gave examples of the different measures proposed by member states but noted that she most favoured endorsing the entire list. Consultation was being done at a national level rather than on a sector specific Europe wide basis.

The presentation highlighted those aquatic species that may affect our sector and restrict navigation; all but one were fresh water species. Members were reminded that if they felt that some of the species on the list might be a specific problem for them then they should speak with their respective authorities.

The President mentioned numerous problems in the Netherlands where boats had been damaged and disabled by invasive water weed that had clogged waterjet drives and bent propeller shafts. On the coast there had been an invasion of Japanese Oysters.

## **9. Marine Strategy Framework Directive (MSFD) and Water Framework Directive (WFD) Timetables**

Emma Barton briefly covered these two Directives, reminding Members that there were consultations going on at national level. While the EBA would engage in the process, there was little it could do to influence individual countries or their implementations of the Directives.

Emma referred to the agenda paper and drew attention to the MSFD and WFD Implementation Timeline which showed the significant actions and milestones.

A section had also been added to the agenda paper on a preliminary ruling on the dredging of the River Weser in Germany to enable larger container vessels to call at German ports.

Andy Soper reminded those present that they must take a proactive interest in MSFD / WFD matters in their own countries otherwise there may be other interest groups putting forward their own views which would impact on recreational boating.

## **10. Proposed amendment to EBA Position on Skipper Licensing**

The DBA had identified a problem with the EBA position paper on skipper licencing since the paper was endorsed in Venice. Two papers had been submitted in support of this agenda item, one to outline the DBA concerns with stating an upper length on the size of a vessel rather than its use; the second proposed a definition for recreational boating which had been drafted by the Secretariat to describe what we do, not what we do it on.

**DECISION 10: The Assembly endorsed the DBA proposal that the EBA Position on Skipper Licensing needed to be amended.**

**DECISION 11: The Assembly endorsed the definition for recreational boating proposed by the Secretariat.**

**ACTION 10: Secretariat to amend and republish EBA Position on Skipper Licencing.**

**ACTION 11: Secretariat to update all EBA position papers in line with the definition for recreational boating proposed by the Secretariat.**

NOTE: In response to a request made at the previous GA to allow time to discuss “wider boating interests” agenda item 11 to 14 were proposed by members and included in the agenda.

## **11. Worldwide medical assistance & Nautical safety problems**

Alfred Pisa and Holgar Ferstl gave presentations on a proposed system to assist boaters on a worldwide basis (from professional racers offshore to the vacationing family pleasure boaters inshore) who faced circumstances they could not handle themselves including, but not restricted to, medical incidents. The intention was to combine a number of different and existing services into one product which would be something new. A briefing paper was circulated with the Agenda. The aim was to start up a company provided there was enough interest.

Following an interesting presentation and some discussion on similar services that might be competing with each other, members were asked to discuss their views with Alfred Pisa and Holgar Ferstl during the breaks.

*Link to: [Skipper Assistance Presentations](#)*

## **12. Crazy about the Water**

Henrik Pedersen gave a presentation about a Danish initiative to get more non-sailors to visit leisure boat harbour and clubs, to try to get them to become new members and users of the facilities. The aim was to get various players involved in the project together with 40 harbours initially. The intention was to hold an event at the same time each year and to get harbours to lay on activities for interested people in the community to take part in.

In discussion, it was clear that other countries had the same problems and their own ways of tackling the problem. It was suggested that other members might wish to give a small presentation on initiatives in their own organisations.

Julian Hansen mentioned an RYA initiative called ‘push the boat out’ and suggested that the RYA gave a presentation at the Palma meeting.

*Link to: [Crazy About the Water Presentation](#)*

**ACTION 12: RYA to give a short presentation on ‘Push the Boat out’ at next meeting.**

## **13. The line between government regulations and the free spirit**

Peter Larsen gave a presentation on where the line should be drawn between the obvious need for some regulation and the freedom of yachting. The hope was that this would encourage interesting discussion and form the basis for future position papers.

The President thanked Peter for his thought provoking presentation and noted that there was the potential for a considerable number of actions which would require proper management.

At the President’s request, the Secretary commented that the issues were important matters and reinforced the need for an organisation like the EBA, other organisations like ISAF were neither focused enough, nor were they much interested in regulation. The EBA needed to remain flexible enough so that it could respond to proposals to harmonise legislation that would be better dealt with by individual member states (alcohol limits) and to press for common rules in areas where this was beneficial (sailing in wind farms).

In discussion, members felt that there was merit in becoming proactive on a number of

topics, particularly on safety issues where governments might introduce unsuitable regulation without consultation. There was support for the proposal that skippers must take responsibility for themselves and their crews and that education was preferable to regulation so that boaters knew what risks they were taking. The EBA had a role in influencing regulators and ensuring the evidence base was sound.

Gus Lewis made the point that a key feature of debate for the time he had been with the EBA was that Government should interfere as little as possible but as much as is necessary. What the EBA needed to decide on a case by case basis is what 'as much as necessary' is or means.

*Link to: [NSF Presentation – Government or Free Spirit](#)*

**ACTION 13: Executive to discuss the topics raised in the presentation and to select a number of important topics for future debate in the Assembly.**

#### **14. Electrification of pleasure craft engines**

Peter Larsen gave a second interesting presentation on electrification of pleasure craft and discussed where the EBA and/or the national federations should take part in development activity.

Already boats are being delivered with electric sail-drives and hybrid engines and there was some thought that the cost of fuel might be a factor in how much people use their boats. There was also the question of emission controls and whether this might affect the supply of diesel engines. Electrical propulsion also provided a number of other benefits such as much reduced noise levels and petrol is not required for small outboard dinghy engines thereby increasing safety afloat.

Clearly technology is improving every day and industry is developing electric propulsion at a great rate. However, range is currently a significant limitation because of the weight and sizes of traction batteries. The lack of a network of charging points might also be another discouraging factor in some countries. Nevertheless, battery technology is becoming much better and much higher voltages are now being used as the safety aspects have been addressed properly.

Peter Larsen proposed that a representative from industry be invited to give a presentation at a future meeting of the EBA. The President was open to the idea but thought a representative from a research institute might be better as they would give a more independent and balanced view.

It was generally agreed that although the EBA could give background information on current developments, progress would be led by the industry dependant on take up by the user. Gunduz made the point that solar panel technology when developed fully has the ability to add significantly to the benefits of electric propulsion.

*Link to: [Electrification of Engines Presentation](#)*

#### **15. There was no item 15**

#### **16. Secretariat Reports - agenda items 16a. – 16g.**

The Secretariat drew attention to the reports, papers and draft standards that had been posted as agenda papers and explained that the intention was for members to read these reports and to raise any issues under this agenda item.

The Secretary noted that reports had been drafted for ISO TC188, RCD Working Group,

ISAF / IMO meetings, ISO TC228 – Tourism including yacht harbour standards and a standard for Bare Boat Charter, OSPAR, UNECE and the EU review of Habitats Directive and Birds Directive. A very short brief was given on each of them. The following items attracted some further discussion / action:

**Import of used boats under the RCD.** The Secretary made it clear that if any boat that was imported into the EU Community was not CE plated, the importer had to engage a Notified Body to do a Post Construction Assessment (PCA) to determine whether the boat was in conformity with the RCD. Under the new RCD only a private importer, that is an individual, would be able to import a boat under PCA and then only if it was for his own use.

**OSPAR** Emma Barton circulated a report with the agenda which covered her attendance at the Environmental Impact of Human Activities Committee (EIHA) held on 13 to 17 April 2015 in Spain. Emma also provided a short update on the main issues of OSPAR concern.

Peer Bent requested a shorter summary on OSPAR matters and also mentioned the need to follow what was going on in HELCOM; in summary he asked how that would be done and who would produce a summary of HELCOM activity.

The Secretary noted that there was someone who attended HELCOM meetings and had undertaken to report items of interest to the EBA. It was noted that the EBA was an observer member. Until the matter was resolved, Peer Bent undertook to produce a short brief on HELCOM matters.

**ACTION 14: Peer Bent Nielsen to produce short report on HELCOM matters for the next Palma meeting.**

**UNECE** Gus Lewis reported that that CEVNI 5 had been adopted and published; a news article had been published on the EBA website. The timetable for implementing CEVNI 5 was on the agenda for the November meeting.

The agenda for the November UNECE Working Party on Inland Water Transport also included a discussion item on the potential use in inland waterways of virtual aids to navigation provided by AIS technology. To prevent the assumption that all vessels have the technology to view virtual aids to navigation, which is not the case, the Secretariat had drafted a position statement on the use of AIS for virtual aids to navigation. The Assembly was asked to endorse the draft statement on AIS Virtual Aids to Navigation circulated with the Agenda.

**DECISION 12: The Assembly endorsed the draft EBA Position Statement on AIS Virtual Aids to Navigation.**

**ACTION 15: Secretariat to publish EBA Position Statement on AIS Virtual Aids to Navigation on EBA website.**

**EU review of Habitats Directive and Birds Directive** Emma Barton gave a brief update. The EU had commissioned a stock take of legislation which included these two directives. Among other things the purpose of the exercise was to carry out a fitness check on whether actions were proportionate. Dependant on the outcome there might be a more detailed review of the legislation.

Members had been sent a link to this process; however the EBA was not on the list of organisations that were contacted initially. As a result the EBA responded to the public consultation and as a result of that, the EBA had been invited to a conference to discuss the interim results prior to the EU Commission publishing the results of the fitness checks in early 2016.

Early indications from across the EU were that there was an overlap between the two directives and the other directives that the EBA had discussed such as MSFD, WFD, etc. There was also a problem with individuals understanding the directives; this was something that the EBA might be able to assist with within the EBA membership.

The fitness checks had generated considerable interest among environmental NGOs in the UK and they had started a campaign to ensure the public responded to the consultation to protect these directives. It was not known what the situation was throughout Europe, but it would be useful to know about problems with boating being excluded from areas because of bird life with little consultation between stakeholders or consideration of the socio-economic impact.

The President stressed the importance of this subject and further stressed the importance for members to bring particular problems for boating to their individual governments.

## **17. EBA Website**

### **a. Members' News**

All were encouraged to send in items of interest to the Secretariat for inclusion in Members' News. The following were specifically asked to submit articles:

- Andy Soper – article on “Safeguarder”
- Peter Larsen – lifejacket regulations in Norway and reasons for decision
- Alfred Pisa - Medevac

**ACTION 16: Andy Soper, Peter Larsen and Alfred Pisa to submit articles for members' news.**

### **b. Create a current affairs section on the EBA website**

The Secretariat explained that at the moment this remained an unfunded aspiration, however, the secretariat was now publishing the EBA position statements on a single page the EBA website which indicated the EBA's areas of interests and what it had been working on.

After further discussion, the Assembly decided that in the absence of resources both in terms of finance and manpower the creation and maintenance of a current affairs section on the EBA website was currently unattainable. However, EBA position papers would provide an indication of what the EBA was doing to anyone who wanted to find out about the EBA.

**DECISION 13: EBA Assembly decided that the current aspiration to provide webpages for the current affairs agenda was currently unaffordable.**

## **18. Reports from members and observers**

### **a. Report from NBF**

Bob David presented the highlights of his report on NBF affairs of interest which had been circulated as an agenda paper. Bob mentioned the monthly NBF bulletin circulated by Marlene Barrington and stated that in a future edition it would include a piece on EBA Assembly activity.

The number of registered boats had been declining for three years. This was a surprise and seemed to be result of something other than the economic situation. No-one was quite sure why it was but it was possible that some of the figures needed revision.

There was concern about an increase in fatalities this year, with the ones that always attracted attention noted to be:

- 42% of fatalities known to have had no formal instruction (9% had NASBLA approved instruction).
- 69% of fatalities were drownings from boats less than 26ft.
- 81% of drownings life jackets were NOT worn.

National on-water skills and on the water instruction were increasing in importance. As a result, a national recognition program had been established for on-water skills evaluators recognized by the U.S. Coast Guard. The program was to target domain specific standards for power, sail, and human powered craft.

Ethanol in Gasoline was causing real problems for older boats and the NBF continued active opposition to ethanol addition to marine fuels.

## **19. EBA Vice President Reports**

(Reports on matters not covered elsewhere in the agenda)

### **a. Carl Gerstroem**

Carl circulated memories of his time in the EBA covering 34 meetings over 16 years under 3 presidents.

### **b. Dieter Haendel**

Nothing to add

### **c. Giancarlo Olimbo**

Nothing to add

## **20. Any Other Business**

Julian Hansen informed the Assembly that this was his final meeting as the RYA representative and that his successor, Giles Paxman, had been appointed. Julian wished all well for the future and bade everyone farewell.

The President recognised that this was Carl's last meeting and said that he would formally bid Carl farewell at the gala dinner.

The Secretary referred to an email from SPV Finland concerning AIS. This would be an agenda item for the next Assembly in Palma.

**ACTION 17: Secretariat to add AIS to the Palma meeting agenda.**

## **21. Forthcoming meeting dates and locations - agenda items 21a. & 21b.**

### **Next meeting**

- 15 – 16 April 2016 Palma, Mallorca, Spain organised by the Secretariat.

The meeting will take place at:

[TRYP Palma Bellver Hotel](#), Paseo Marítimo 11, Palma de Majorca 07014 Spain

## **Future meetings**

- 21–22 October 2016, Vienna, Austria organised by the ÖSV
- 28-29 April 2017, Palma, Mallorca, Spain organised by the Secretariat
- 6-7 October 2017, Stockholm, Sweden organised by the SBU
- April 2018, Palma, Mallorca, Spain organised by the Secretariat
- October 2018, Helsinki, Finland organised by SPV

## **22. Announcement of new Vice President**

Henrik Pedersen was the single nomination for the post of VP to replace Carl Gerstroem at the end of his final period of tenure and was duly confirmed by the General Assembly as the new VP for a period of 4 years.

**DECISION 14: Henrik Pedersen confirmed as VP for a period of 4 years.**

## **23. President's closing remarks**

The President discussed the time schedule for the General Assembly and indicated that he wished to start the meeting in Palma on the Friday morning as had been done in Berlin. The exact timings and schedule would be discussed by the Executive.

The President asked members to continue to propose items for the agenda and to provide news for the website.

All members were asked to send photographs to Carol for uploading to the website as a pictorial record of our meetings.

Dieter thanked those present for attending the meeting and provided details for the Gala Dinner.