

EBA Position Statement Future Means of Propulsion

The EBA Position on Future Means of Propulsion

The EBA notes the science of climate change and recognises the need for urgent emission reductions across all sectors.

However, the transition to this future is key. **Prior to requiring recreational boats to stop using fossil fuels for propulsion, regulators need to ensure that alternative fuels and charging / filling points are available in commercial marinas and club harbours, on inland waterways and at the coast.**

Boats built now, with fossil fuel propulsion, will last long after the deadline for net zero carbon. The legacy fleet will continue to grow as long as manufacturers fail to take action. **The EBA encourages the industry to accommodate boaters' long-term interests when designing and selling new boats, and to move rapidly to develop net zero solutions.**

As well as developing innovative ways to power newly designed recreational boats, solutions are needed for the legacy fleet to allow the millions of existing FRP boats to be decarbonised. **As a priority, manufacturers of current mass production FRP boats must ensure that the design of the boat will allow for conversion to alternative fuels in the future.**

Economic solutions for the legacy fleet must be available before regulators set dates beyond which recreational boats will no longer be able to use fossil fuel for propulsion, to ensure that millions of FRP boats are not forced out of use. The EBA would oppose the compulsory replacement of engines before they have reached the end of their serviceable life. The EBA expects that some form of scrappage scheme will be required to fund the replacement of older propulsion units to extend the life of vessels and minimise their environmental impact both in carbon and waste terms. Future regulations must also take cultural-historical values into account.

For historic vessels, alternative fuels, such as HVO, synthetic fuels and eFuels, should be permanently available. This is likely to be in line with other historic users of fossil fuel technologies.

Government infrastructure plans for hydrogen and battery systems for transport need to include recreational boating within their scope to ensure boaters are able to play their part in the transition away from fossil fuels.

To support the transition of the legacy fleet, the EBA strongly supports the use of HVO, other bio-derived drop in replacement fuels, synthetic fuels and eFuels for our sector, which has particular challenges with regard to longevity of vessels and limited supply locations.

Alternative fuels, such as HVO, synthetic fuels and eFuels, need to be made readily available for recreational boats at the waterside during the transition to zero carbon, including at club harbours, and fuel supplies and solutions need to take into consideration the variety of duty cycles and differing ways recreational boats are used.

The market for new technologies is changing rapidly, and standards processes are slow to respond. **Industry urgently needs to agree safety and performance standards for new propulsion methods that allow for on-going innovation.**

Related to standards is the need to simplify post-construction assessments for conversion of existing boats to zero carbon propulsion to minimise the cost to owners and to encourage the transition to net zero.Text