



**Collaboration between leading leisure marine associations continues with clarification on post-Brexit certification requirement**

6 May 2021 - Following the successful cooperation on VAT and customs, the leading European, British, and international leisure marine associations continue to provide clarity on the new post-Brexit trade relationships.

The International Council of Marine Industry Associations (ICOMIA), European Boating Industry (EBI), European Boating Association (EBA), British Marine (BM) and the Royal Yachting Association (RYA) now issue a clarification on certification requirements for second-hand boats in trade between the EU and UK post-Brexit.

In dialogue with the EU and UK authorities, the key questions were raised, and clarification received. EBI has been liaising with the European Commission and BM has taken the lead with the Department for Business, Energy and Industrial Strategy (BEIS). The scenarios have been confirmed by BEIS and are understood to be correct based on guidance by the European Commission.

Below are the scenarios for second-hand boats that are covered by the EU’s Recreational Craft Directive and the UK’s Recreational Craft Regulations. In cases where recertification would be required, a Post-Construction Assessment (PCA) will have to be completed. This applies from the end of the transition period (TP) on 1 January 2021.

Scenario	Situation in 2021	Situation in 2022
<p align="center"><b>Scenario 1</b></p> <ul style="list-style-type: none"> <li>• Boat in GB at end of TP</li> <li>• CE-marked</li> <li>• Sold in GB</li> <li>• Remains in GB</li> </ul>	Would <u>not</u> need to be recertified	Would <u>not</u> need to be recertified
<p align="center"><b>Scenario 2</b></p> <ul style="list-style-type: none"> <li>• Boat in GB at end of TP</li> <li>• CE-marked</li> <li>• Imported to EU27</li> </ul>	Would need to be recertified	Would need to be recertified
<p align="center"><b>Scenario 3</b></p> <ul style="list-style-type: none"> <li>• Boat in EU27 at end of TP</li> <li>• CE-marked</li> <li>• Sold in EU27</li> <li>• Remains in EU27</li> </ul>	Would <u>not</u> need to be recertified	Would <u>not</u> need to be recertified



<p style="text-align: center;"><b>Scenario 4</b></p> <ul style="list-style-type: none"> <li>• Boat in EU27 at end of TP</li> <li>• CE-marked</li> <li>• Imported to GB</li> </ul>	<p style="text-align: center;">Would <u>not</u> need to be recertified</p>	<p style="text-align: center;">Would need to be recertified</p>
<p style="text-align: center;"><b>Scenario 5</b></p> <p>In GB sold to EU end user, but:</p> <ul style="list-style-type: none"> <li>• First sale in EU-27 (not GB market), (CE-marked, bought by EU citizen, registered, and used in EU)</li> <li>• Second sale to GB before 1 January 2021</li> <li>• Subsequent sale back to EU</li> </ul>	<p style="text-align: center;">Would <u>not</u> need to be recertified (but proof required by national authorities)</p>	<p style="text-align: center;">Would <u>not</u> need to be recertified (but proof required by national authorities)</p>

Further clarifications are being sought from BEIS and the European Commission related to trade with Northern Ireland.

Commenting, **Philip Easthill, Secretary General of EBI**, says: “We are delighted to continue the positive cooperation on another important issue for industry and boaters. We hope that despite the additional barriers for second-hand boats, the clarification on VAT and now certification will facilitate trade as much as possible. Together with our partners, we will continue to work on mitigating the impact of Brexit through our advocacy channels at EU level.”

**Lesley Robinson, CEO of British Marine**, adds: “I am pleased that this collaborative approach between marine industry associations and governments has proved effective in receiving timely responses for our members. Whilst the agreed guidance approved by both BEIS and the EU Commission offers boat builders, brokers and consumers the clarity and reassurance required to proceed with trade, they still face impacts in terms of both time and cost when selling and buying second-hand boats cross borders. On behalf of our members, British Marine will now look to work with UK government at the reduction or removal of these new burdens.”

**Patrick Hemp, Technical Consultant of ICOMIA**, added: “We are aware that the obligation to recertify CE-marked second-hand boats, which were in Great Britain at the end of the transition period and then subsequently imported into the European Union, will come as a surprise to many within our sector but we hope that the continued collaboration between the marine industry associations provides further clarity on the different requirements within the new trade relationship.”



**Any questions can be directed to the relevant leisure marine representative body via the details below:**

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EBA: [admin@eba.eu.com](mailto:admin@eba.eu.com)  
EBI: [office@europeanboatingindustry.eu](mailto:office@europeanboatingindustry.eu)  
ICOMIA: [info@icomia.com](mailto:info@icomia.com)  
RYA: [cruising@rya.org.uk](mailto:cruising@rya.org.uk)

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#### **About British Marine**

- British Marine (the trading name of British Marine Federation Limited) is the trade association for the UK leisure, superyacht and small commercial marine industry.
- It has over 1,500 members drawn from both seagoing and inland sectors.
- British Marine represents an industry which employs more than 38,700 people in the UK.
- For more information about the work of British Marine and how to join, please visit the website: [www.britishmarine.co.uk](http://www.britishmarine.co.uk)

#### **About EBI**

- European Boating Industry (EBI) represents the European recreational boating industry at EU level. It encompasses all related sectors, such as boatbuilding, equipment manufacturing, marinas and service providers.
- The industry is a significant contributor to the European economy, representing 32,000 companies that employ over 280,000 people directly. The vast majority of the sector is made up of Small- and Medium-sized Enterprises.
- EBI is an established stakeholder at EU level, defending and promoting the interests of its members on key issues ranging from Single Market to blue economy, environmental policy, tourism, VAT, and trade policy, as well as other policy areas affecting the industry.
- For more information, please visit [www.europeanboatingindustry.eu](http://www.europeanboatingindustry.eu)

#### **About ICOMIA**

- The International Council of Marine Industry Associations - ICOMIA - is the international trade association representing the global marine industry since 1966. ICOMIA brings together national marine industry associations in one global organisation, presenting a strong and united voice when dealing with issues challenging the industry.
- Nearly 40 national associations across the world are full members covering most of the industrial world, from North America across to Japan and from Finland to New Zealand.



- ICOMIA lobbies international authorities and major organizations, publishes documents and guidelines while also producing tools to facilitate the growth of the industry.
- For more information, visit [www.icomia.org](http://www.icomia.org)

#### **About the RYA**

- The RYA has over 100,000 personal members and 1,500 affiliated clubs and classes, which represent some 350,000 active boaters throughout the UK. It is estimated that 4 million people in the UK take part in boating activity annually.
- We are the national body for dinghy, motor and sail cruising, all forms of sail racing, RIBs and sportsboats, windsurfing and personal watercraft and a leading representative body for inland waterways cruising.
- We also set and maintain an international standard for recreational boat training through a network of RYA-recognised training centres, world-class courses and educational material.
- We are committed to promoting all forms of boating and making them accessible to everyone. For more information please visit [www.rya.org.uk](http://www.rya.org.uk).

#### **About EBA**

- Founded in 1982, the EBA aims to ensure boat users are informed and consulted about EU legislation and to make their views known to relevant European Institutions. We work on a wide range of issues that impact upon boating within Europe and when necessary make appropriate proposals to national and European governmental organisations.
- Our work embraces environmental, technical and regulatory issues together with specific projects such as the promotion of the International Certificate of Competence and representation of leisure interests on the inland waterways of Europe.