GUIDELINES 2010

Countries indicated in blue have notified organisations to carry out authorisations under the Recreational Craft Directive

for the

Recreational Craft Directive 94/25/EC
as amended by Directive 2003/44/EC

For general application of the conformity assessment procedures by Notified Bodies and Manufacturers.

This supersedes the version GUIDE2010r10 101028.

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INTRODUCTION

GUIDELINES 2010

for the

Recreational Craft Directive 94/25/EC
as amended by Directive 2003/44/EC

INTRODUCTION

About this Document

The RSG Guidelines have been prepared to serve as a one-stop-guide to understand and implement the Recreational Craft Directive and to combine the available information to a large extent. The RSG Guidelines combine

- the official text of the Directive (94/25/EC, 2003/44/EC),
- the text of the "Application Guide to the amended Recreational Craft Directive (CC-Guide)" with
- recommendations as created by the Recreational Sectoral Group (RDG),
- listing of applicable standards and
- specific "Recommendations for Use".

To facilitate reading of the document the source of information is highlighted by different colors (as indicated above). The information of the different sources are set into the same context, which allows consideration of directive text, interpretation given by the CC Guide and RSG recommendation at place in the document. The documents is structured in five major sections, dealing in Part I with the RCD Articles, in Part II with Essential Requirements and Components (Annex I and Annex II of the RCD), in Part III with Conformity Assessment Procedures (Annexes V-XIII and XVI and PCA of the RCD), in Part IV with additional relevant parts of the directive and related appendices from the CC guide and in Part V with the Recommendations for Use of the RSG coming in separate documents.

By this the RSG Guidelines from 2010 onwards represent a more comprehensive document compared to the RSG Guidelines of previous years, which by the same time tries to avoid doubling of information between the different documents. To facilitate the reading of the document we recommend you to consider the following advice:

- Print the document in color
- Print the document in landscape format
- Bind the document at the short side of the landscape format (horizontal structural binding) in order to allow double side reading in horizontal format

Disclaimer: This document has been prepared for guidance only and does not replace the official documents (Directive and CC Guide) nor does it have any official or legal meaning. The official documents may contain further information (basically of context and administrative nature) which have not been seen as relevant in the context of these RSG Guidelines, but may remain relevant for the questions you have.

The Recreational Craft Sectoral Group

The Recreational Craft Sectoral Group (RSG), consisting of all Notified Bodies and other parties with valid interest, has been established to assist in the uniform application and interpretation of the actual version of the Recreational Craft Directive (RCD).

The objectives of co-operation within the RSG are:

- to share experience and exchange views on the application of the conformity assessment procedures with the aim of contributing to a uniform understanding and application of requirements and procedures;
- to elaborate opinions from a technical point of view on matters of conformity assessment procedures by seeking a consensus;
- to give advice to the Commission following its request on subjects related to the application of the Directives;
- to consider aspects of ethics related to Notified Body activities and to elaborate, if necessary, statements on that topic;
- to remain in coherence with standardisation work at European and international level;
- to remain informed of harmonisation activities at European level.

This is accomplished by co-operation among certification organisations, user organisations, and Manufacturers, who are participating in the development of these RSG guidelines[1].

The tasks of the RSG are:

- to be a forum for exchanging information and raising issues of common concern relating to conformity assessment and other technical aspects;
- to define points of difficulty, propose possible solutions and either agree on a common solution or agree on the equivalence of several solutions;
- to prepare recommendations and draft guidelines for acceptance by the Standing Committee established under the RCD and for the Commission;
- to receive and discuss Commission guidance documents and other information pertinent to the practical application of the RCD;
- to collect and collate questions and problems arising from the practical application of the RCD and to present these, together with RSG recommended solutions, where possible, to the Commission.

The composition of RSG comprises the following parties:

- Notified Bodies
- The Commission
- The Recreational Craft Industry
- User Organisation
- European Standardisation Bodies

1 In addition to these RSG Guidelines, there are guidelines issued by the Commission services, called "Recreational Craft Directive and Comments to the Directive Combined" (the CC-paper), printed copies of which can be obtained from the Commission services or which can be downloaded from the Commission's website at following URL: http://europa.eu.int/comm/enterprise/maritime/maritime_regulatory/doc/guide_v2_94_25_en.pdf

List of RSG Committee Meetings

RSG Committee Meeting No/Location	Date	Host	Chairman
00 Brussels	26.09.95	EOTC/IMCI	Gunnar Holm (VTT)
01 Amsterdam	16./17.11.95	during METS	
02 Paris	12.01.96	BV	
03 Genoa	12.03.96	RINA	
04 Hamburg	15.04.96	GL	
05 Helsinki	04.06.96	VTT	
06 London	03.09.96	LR	
07 Brussels	12.12.96	IMCI	
08 Oslo	10.03.97	DNV	
09 Stockholm	20.05.97	Marin Test	
10 la Rochelle	17.09.97	ICNN	
11 Harlem Amsterdam	20.11.97	NKIP	
12 Oxford	16.03.98	AEA	
13 Brussels	19.05.98	IMCI	
14 Lisbon	19.10.98	RINAVE	Lorenzo Policardo (RINA)
15 Hamburg	01.03.99	LRQA	
16 Rotterdam	28.05.99	LR NL	
17 Athens	07.10.99	HR	
18 Dublin	14.03.00	ISA	Dirk Brügge (GL)
19 Hamburg	05.05.00	TÜV Prod	
20 Volendam	08.11.00	ECB	
21 Rimini	02.04.01	IMCI	
22 Paris	11.12.01	BV	
23 Brussels	18.03.02	RSG	

RSG Committee Meeting No/Location	Date	Host	Chairman
24 Genoa	23/24.09.02	RINA	Dirk Brügge (GL)
25 Lisbon	10/11.03.03	RINAVE	
26 Brussels	29/30.09.03	EU Commission Services	
27 Helsinki	18/19.03.04	VTT	
28 Miami	28/29.10.04	NNMA	
29 Düsseldorf	13/14.01.05	IMCI	
30 Stockholm	15/16.06.05	DNV	
31 Brussels	17/18.11.05	EU Commission Services	
32 La Rochelle	03/04.05.06	ICNN	
33 Gdansk	23/24.09.06	PRS	
34 Brussels	10/11.05.07	EU Commission Services	
35 Brussels	17/18.05.08	EU Commission Services	
36 Brussels	06/07.05.09	EU Commission Services	
37 Brussels	12/13.11.09	EU Commission Services	
38 Brussels	13/14.04. 10	EU Commission Services	Uli Heinemann (IMCI)

The RSG Guidelines

The RSG guidelines are prepared to assist with the conformity assessment procedures undertaken by Notified Bodies for recreational craft, personal watercraft, their components and their engines, in accordance with the Directive 94/25/EC of the European Parliament and of the Council, dated 16 June 1994 on the approximation of the laws, regulations and administrative provisions of the Member States relating to recreational craft as amended by Directive 2003/44/EC. This Directive lays down the requirements for the assessment procedures to be followed by Manufacturers when demonstrating conformity of their products.

The English text of the Recreational Craft Directive as amended and as published in the Official Journals L/164/15 from 30.06.1994, L/127/27 from 10.06.1995, L/41/20 from 15.02.2000 and L 214/18 from 26.08.2003 is the basic text used for a common understanding within the Recreational Craft Sectoral Group.

When these guidelines provide information for craft and engines outside those conformity assessment procedures undertaken by Notified Bodies, this information is provided for guidance only.

In addition to changes for design and construction, Directive 2003/44/EC of the European Parliament and of the Council, dated 16 June 2003, provides a major extension of the scope of Directive 94/25/EC by including personal watercraft and by adding essential requirements on noise and exhaust emissions for craft with propulsion engines. Directive 2003/44/EC does not replace or revoke Directive 94/25/EC, but amends some of its provisions and adds some new requirements. The provisions of the original Directive 94/25/EC which have not been changed by Directive 2003/44/EC therefore remain in force. Both Directives should always be considered as a combined document. Whenever reference is made in these Guidelines to the RCD, to the Directive or to the amended Directive, this should be read to mean Directive 94/25/EC as amended by Directive 2003/44/EC.

The following statement is given in the preamble to Directive 94/25/EC:

Whereas, in view of the nature of risks involved in the use of recreational craft and their components, it is necessary to establish procedures applying to the assessment of compliance with the essential requirements of the Directive; whereas these procedures must be devised in the light of the level of risk which may be inherent in recreational craft and their components;

The RSG has taken these risks, so far as possible, into consideration when preparing these guidelines.

In Annex I, A, under General Requirements, the amended Directive states:

Products falling under Article 1(1)(a) shall comply with the essential requirements in so far as they apply to them.

This provision is also addressed in Annex XIII, Technical Documentation Supplied by the Manufacturer. Among other provisions the Directive states:

The documentation shall contain so far as relevant for assessment:... a list of the standards referred to in Article 5, applied in full or in part, and descriptions of the solutions adopted to fulfil the essential requirements when the standards referred to in Article 5 have not been applied.

Due to the variety of recreational craft between and including 2,5 and 24 meters hull length, the RSG has considered the applicability of various parts of existing standards to different recreational craft, personal watercraft and engine types.

RSG urges the industry and Notified Bodies to use EN Standards.

Where suitable standards are not available the RSG has established uniform guidelines to assist with demonstrating conformity with the Essential requirements of the Directive. The RSG guidelines will be reviewed when suitable standards become available and amended as may be necessary.

The list of "Standards in support of the RCD" is available from the RSG website www.rsg.be. Part of this list is a column identifying the date from which a specific document is valid in accordance with the RSG Guidelines either as a CD, a DIS or an FDIS, or the date of publication of the harmonised standard in the Official Journal of the EU.

It should be noted that Article 5 of the Directive recommends the use of harmonised standards as this ensures presumption of conformity with the essential requirements of the Directive. Harmonised standards are standards adopted by the European standardisation organisations and the references of these adopted standards have to be published in the Official Journal of the European Communities and be transposed into national standards by the Member States (See also Introduction: General Guidelines for Conformity Assessment Procedures). The use of harmonised standards is voluntary, with the exception of the two mandatory standards for noise and exhaust emission testing specified in the amended Directive. Also the use of a harmonised standards is obligatory for the length measurement of craft (see article 1.3(a) of the Directive) and for power measurement (see Annex 1.B.4 and Annex 1.A.4).

General Guidelines for Conformity Assessment Procedures

RSG Guidelines	
General	Certificates
• Members of RSG have agreed to co-operate in the preparation of Guidelines to provide harmonisation of approach and application of the conformity assessment procedures. • RSG Guidelines will be published, given wide circulation, and made available to Manufacturers and other organisations. • RSG Guidelines have been formatted to follow the numbering system of the EC Directive relating to recreational craft. • RSG Guidelines will be available from the RSG Secretariat. • RSG Guidelines will be revised when necessary to reflect changes in the state of the art and standards. • RSG RFUs are submitted for acceptance by the Standing Committee established in accordance with article 6(3) of Directive 94/25/EC.	• RSG does not issue Certificates. EC Certificates are issued, where required by the Directive, by a Notified Body who is responsible for the validity and contents of the certificates.

Chapters and Articles of the Directive

Text of Article 5 of the Directive:	
Member States shall presume compliance with the essential requirements referred to in Article 3 of products referred to in Article 1 (1) which meet the relevant national standards adopted pursuant to the harmonised standards the reference of which have been published in the Official Journal of the European Communities; Member States shall publish the references of such national standards. With reference to the harmonised standards mentioned in Article 5, the Notified Bodies and Manufacturers should refer to the references of these standards as published in the Official Journal of the European Communities and the references of the national standards as published by the Member States. In the absence of	harmonised standards, other means of demonstrating compliance with the essential requirements could consist e.g. of applying the latest project list and the current status (ISO/CD, ISO/DIS, ISO, EN, etc.) of standards under development. More specific, where harmonised standards are not used, demonstration of compliance shall at least consist of • Description of case • Description of applicability of the alternative methods used for assessment • Documentation of all records used (calculations, test reports, empirical records including transposition method, information of conditions of use in

relation to intended design category, failures, reclamation, etc.) • Documented verification of the case in relation to the alternative methods applied and described. The relevant parts of the standards in support of the essential requirements of the Directive are mentioned in their annex ZA of the DIS and FDIS versions of the standards. Annex ZA will only appear in EN-ISO standards (harmonised standards)	and not in the published ISO standards (non-harmonised standards). The standards that have been used shall be referenced in the Technical Documentation. In cases where the RSG group is of the opinion in accordance with the convenors of the standards that the updated standard is preferably to be used, the revision of the non-harmonised standard will be mentioned in addition to the harmonised standard on the standards list of the RSG website www.rsg.be.

Abbreviations

CC Guide

dB	Decibel
CE	European Conformity marking
CEN	Comité Européen de Normalisation (European Committee for Standardisation)
CENELEC	Comité Européen de Normalisation Electrotechnique (European Committee for Electrotechnical Standardisation)
CIN	Craft identification Number
CO	Carbon monoxide (emission component)
D	Displacement
DOC	Declaration of Conformity
EEA	European Economic Area
EC	European Communities
EN	European standard
ETSI	European Telecommunications Standards Institute
EU	European Union
Fn	Froude number
HC	Hydrocarbons (emission component)
hp	Horsepower
ISO	International Standardisation Organisation
kW	kilowatt
Lh	length of the hull
Lwl	waterline length
L p AS max	maximum sound pressure level in dB
NOx	Oxides of nitrogen (emission component)
OJ	Official Journal of the European Communities
P/D	Power displacement ratio
PN	Rated engine power at rated speed
PT	Particulates (emission component)
PWC	Personal watercraft
RCD	Recreational Craft Directive
RIB	Rigid hull inflatable boat
RSG	Recreational Craft Sectoral Group
V	speed in knots

GUIDELINES 2010

for the

Recreational Craft Directive 94/25/EC
as amended by Directive 2003/44/EC

PART I: Directive Articles

Foreword CC Guide

CC Guide

This document is the first edition of the consolidated guide to the application of Directive 94/25/EC on recreational craft as amended by Directive 2003/44/EC and sets out and comments on the provisions of the amended Directive relating to the design and construction requirements for recreational craft, personal watercraft and components, and to the exhaust and noise emission requirements.

This document consolidates the second edition of the guide to the application of Directive 94/25/EC with the first edition of the guide to the application of Directive 2003/44/EC, and replaces these two guides.

This guide is intended to be a reference document for all parties directly or indirectly involved with the recreational craft, personal watercraft, component and marine engine industry. It should be read and used as an aid to the application of the provisions of Directive 94/25/EC as amended by Directive 2003/44/EC, which have entered into application as from 1 January 2005. It does not, however, substitute for these Directives. It is the intention that it should explain and clarify certain important issues related to their application. In addition these guidelines are intended to promote a common understanding on the conditions for the free movement in the EU/EEA internal market of the products covered by the amended Recreational Craft Directive, and have for this purpose been presented to Member States' government experts, industry, notified bodies, users and other parties for comment. The services of the Commission very much appreciate the assistance given by all stakeholders during the preparation of the consolidated edition of this guide.

The Guide is publicly available, but it is not binding in the same sense as legal acts adopted by the Community. The legally binding provisions are those transposing the Directive and its amendments into the national legislation of the EU/EEA Member States. Directive 2003/44/EC and Directive 94/25/EC are "New Approach" Directives. Additional guidance on the principles of the new approach can be found in the Guide to the implementation of Directives on the New Approach and the Global Approach. This guide has been published by the European Commission and can be downloaded from the Commission's website at the following URL:

http://ec.europa.eu/enterprise/newapproach/legislation/guide/index.htm

It should be noted that the text of the Directive speaks of the "Community", "EU" or "EEA" in the sense of trade area this should be read to mean both the European Union (EU) and the European Economic Area (EEA).

Chapter I: SCOPE AND DEFINITIONS

I. Article 1 SCOPE AND DEFINITIONS

Recreational Craft Directive
Article 1 *1. This Directive shall apply:* *1.(a) with regard to design and construction, to:* *1.(a)(i) recreational craft and partly completed boats;*

CC Guide
The design and construction requirements for recreational craft and partly completed boats are specified in Annex IA of the amended Directive. Recreational craft are defined in Article 1.3(a). A partly completed boat is a boat consisting of a hull or a hull and one or more components (other aspects of the boat than Annex II components). It might be possible that components, as referred to in Annex II, are installed on a partly completed boat. These Annex II components are subject to conformity assessment, as explained in the comments to Article 1.1.(iii) below. Boat kits consisting of panels and parts to make the boat and its hull, typically of wood or metal, are also to be considered as partly completed boats (see note on kit boats below). The “partly completed boat” does not fulfil all the essential safety, health, environmental protection and consumer protection requirements of the Directive. It is either destined to be completed, i.e. completely fulfil the essential requirements, by another party who will be regarded as the manufacturer, or placed on the market as such. The product becomes a completed craft when placed on the market and/or put into service as a completed craft. The final responsibility of this action lies with the one who places it on the market or puts it into service. Partly completed personal watercraft are not considered to be covered by the provisions of the Directive concerning "partly completed boats", as Article 1.1.(a)refers to ”partly completed boats”(under point (i)) separately from “personal watercraft” (under point (ii)) Craft, i.e. recreational craft and personal watercraft, which after their completion have been partly dismantled (e.g. having their propulsion engines taken out), and are placed on the market as such, cannot be considered as partly completed craft. For further clarification, see the comments to the provisions on post construction assessment under article 8.1. **Note: Kit Boats** Kit boats may be envisaged as partly completed boats purchased from a manufacturer where all parts necessary to complete the construction of the boat in compliance with the Essential Requirements of the Directive are provided. When the kit boat manufacturer has supplied all parts necessary for completion, as defined above, then subject to written confirmation that the boat was completed in accordance with the manufacturer’s instructions being returned to the kit boat manufacturer, CE marking shall be fixed accordingly. Compliance with the Directive shall in these cases be ensured for all variations available from the manufacturer, especially those that would change the stability characteristics from the basic model e.g. variations in mast configuration and rigging The above does not absolve the kit manufacturer of his responsibilities, within the modular system, as detailed under Article 8 of the Directive. See also Paragraph 2(a)(vii) of this Article..

RSG Comments - ARFU / RFU: #34, #35,

Recreational Craft Directive
1.(a)(ii) personal watercraft;

CC Guide
The scope of the amended Recreational Craft Directive has been extended to include personal watercraft, which were previously excluded under Directive 94/25/EC. The design and construction requirements for personal watercraft are specified in Annex I.A of the Directive. Requirements for exhaust and noise emissions of personal watercraft are provided by Article 1.1(b) and 1.1(c) below. Application of the harmonised standard EN ISO 13590:2003/AC:2004 Personal watercraft – Construction and system installation requirements provides, in accordance with Article 5 of the Directive, a presumption of conformity with the Directive's relevant design and construction requirements for PWC, in as far as for those requirements are covered by this standard . Note however that EN ISO 8666:2002 Small craft – principal data remains the harmonized standard to be referenced for hull length measurement, and EN ISO 10087:2006 for the craft identification. In addition, separate harmonised standards apply for exhaust and noise emission measurement for personal watercraft – see Article 1.1 (b) and 1.1 (c) below as well as Annexes I.B and I.C. **Note**: In article 1.3 of the amended Recreational Craft Directive (Directive 94/25/EC as amended by Directive 2003/44/EC) a clear distinction is made between the definition of "recreational craft" (see art.1.3.(a)) and "personal watercraft" (see art. 1.3.(b)). It should also be noted that in Annex I to the Directive, the preliminary observation mentions that for the purpose of the Annex, the term "craft" shall cover recreational craft and personal watercraft. However, some articles in the amended Directive also refer to "craft" generically. In line with the preliminary observation to Annex I, any reference to the generic term "craft" in the articles of the Directive, as well as in this Guide's clarifications, should therefore be understood as including both "recreational craft" and "personal watercraft".

Recreational Craft Directive
1.(a)(iii) components referred to in Annex II when placed on the Community market separately and when intended for installation;

CC Guide
Article 1.1;(a).(iii) has been amended to make it clear that the Directive's requirements apply to all components referred to in Annex II when they are placed separately on the Community market as components and when intended for installation on or in recreational craft and personal watercraft. The provision that the Directive applies to components referred to in Annex II "when placed on the Community market separately and when intended for installation" means, in particular, that these components are subject to conformity assessment in accordance with Article 8 and CE marking before being placed on the market separately with the intention to be installed in recreational craft. For clarification on what is considered to be "placed on the Community market" see the comments on Article 4 below, as well as the Guide to the implementation of Directives based on the new Approach and Global Approach. When components are produced by the craft manufacturer and installed in the craft he is manufacturing, these components are not considered to be placed on the market separately and therefore the provisions of Article 1.1 (a) (iii) are not applicable to such components.

Recreational Craft Directive
1.(b) with regard to exhaust emissions, to: *1.(b)(i) propulsion engines which are installed or specifically intended for installation on or in recreational craft and personal watercraft;*

CC Guide	
The scope of Directive 94/25/EC is extended to include requirements on exhaust emissions of propulsion engines installed or intended for installation on recreational craft and personal watercraft. These exhaust emission requirements are prescribed in Annex I.B, and specify limit values for the quantities of specified exhaust pollutants from propulsion engines that may not be exceeded when these engines are in normal use. The exhaust emission requirements therefore apply only to engines, not the complete craft. The exhaust emission requirements apply only to engines installed or specifically	intended for installation for propulsion of the recreational craft or personal watercraft. An engine installed or intended for installation to be used exclusively as an on-board generator, for example, is therefore outside of the scope of this Directive. See also comments to Article 1.3(c), the definition of "propulsion engines", and to Article 1.1(d) regarding the date of application of the exhaust emission requirements. Whenever a craft with a propulsion engine installed is placed on the market that craft is only complying with the Directive if its propulsion engine is certified that it is complying with the exhaust emission requirements of the Directive.

Recreational Craft Directive
1.(b)(ii) propulsion engines installed on or in these craft that are subject to a "major engine modification";

CC Guide	
A 'major engine modification' is defined by Article 1.3(d). Propulsion engines installed in or on recreational craft that are modified to the extent as defined in Article 1.3.(d) must comply with the exhaust emission requirements of this Directive when they are put into service after modification.	See also comments to Article 1.1(d) regarding the date of application of the exhaust emission requirements with regard to major engine modifications. This requirement also applies to propulsion engines installed on or in personal watercraft.

Recreational Craft Directive
1.(c) with regard to noise emissions, to:

CC Guide
The scope of Directive 94/25/EC is extended to include requirements on noise emissions as specified in Annex I.C. Depending on the craft and/or engine type the noise emission requirements apply to either the boat/engine combination or just the propulsion engine as explained in sections (i) to (iv) below.

Recreational Craft Directive
1.(c)(i) recreational craft with stern drive engines without integral exhausts or inboard propulsion engine installations;

CC Guide
For recreational craft with inboard propulsion engines, the noise emission requirements apply to the craft with the installed propulsion engine(s) running. Ensuring compliance with the noise emission limits is therefore the responsibility of the craft builder, not the engine manufacturer. Stern drive. engines that do not have integral exhaust systems are treated in the same way as inboard engines, so such engine installations are also the responsibility of the craft builder with regard to noise emissions. See also comments to Article 1.1(d) regarding the date of application of the noise emission requirements

Recreational Craft Directive
1.(c) (ii) recreational craft with stern drive engines without integral exhausts or with inboard propulsion installations which are subject to a major craft conversion and subsequently placed on the Community market within five years following conversion;

CC Guide
A ‘major craft conversion’ is defined in Article 1.3(e). Recreational craft with inboard propulsion engines or stern drive engines without integral exhausts, that are converted to this extent must comply with the noise emission limits if they are placed on the market in the EEA within five years of the conversion. See also comments to Article 1.1(d) regarding the date of application of the noise emission requirements with regard to major craft conversions.

Recreational Craft Directive
1.(c) (iii) personal watercraft;

CC Guide
For personal watercraft, the noise emission requirements apply to the complete craft when tested according to the harmonised standard – see comments on Annex I.C. See also comments to Article 1.1(d) regarding the date of application.

Recreational Craft Directive
1.(c) (iv) outboard engines and stern drive engines with integral exhausts intended for installation on recreational craft;

CC Guide
For outboard engines and stern drive engines with integral exhausts, the noise emission requirements apply to the engine only and ensuring compliance with the noise emission limits is the responsibility of the engine manufacturer. The noise emissions of outboard engines are measured with the engines installed on standard boats according to the harmonised standard – see comments on Annex I.C. The noise emissions of sterndrive engines with integral exhausts are also measured with the engines installed in standard craft according to the harmonised standard (see Annex I.C). Stern drive engines with integral exhausts are engines designed so that the exhaust gases are expelled through the transmission/drive unit. It is not necessary for the engine supplier to also supply the transmission/drive unit, as long as the engine is certified for compliance with the noise emission limits when used with the specified transmission/drive unit. Note that the requirement applies only to outboard engines and stern drive engines with integral exhausts that are intended for installation on recreational craft, and therefore such engines that are intended only for use on commercial craft are excluded from the scope of this Directive (for example, outboard engines used only for rescue or patrol craft).

Recreational Craft Directive

1.(d) for products falling under (a)(ii), (b) and (c), the provisions of this Directive shall only apply from the first placing on the market and/or putting into service after the date of entry into force of this Directive.

CC Guide

This provision specifies that:
the new design and construction requirements for products covered by Article 1.1.(a)(ii) (personal watercraft), and
the exhaust emissions requirements for products covered by Article 1.1(b) and
the noise emissions requirements for products covered by Article 1.1(c)

apply only to these products from their first placing on the Community market or first putting into service after the date of entry into force of the amended Directive.

The provisions of the amended Directive started to apply on the 1st January 2005 (date by which Member States had to start applying their national implementing measures transposing the amending provisions of Directive 2003/44/EC). The provisions of the amended Directive apply fully (after a transitional period as specified in Article 3 of Directive 2003/44/EC) from the 1st January 2006 for personal watercraft and for compression ignition and four-stroke spark ignition engines, and from the 1st January 2007 for two-stroke spark ignition engines. (See also comments to Article 3 of Directive 2003/44/EC below)

It follows from the above that for:

Personal watercraft with regard to design and construction:

Personal watercraft that are first placed on the market and/or put into service in the EEA prior to 1st January 2005 (date from which the provisions of Directive 2003/44/EC started to apply) are not required to comply with the Directive, even if subsequently placed on the market again as second hand products.

Personal watercraft that are first placed on the market and/or put into service in the EEA on or after the 1st January 2005 (date from which the provisions of Directive 2003/44/EC started to apply) and before or on the 31st December 2005 (end date of the transitional period specified in Article 3.2(a) of Directive 2003/44/EC) are not required to comply with the Directive, provided they do comply with the rules that were in force in the Member States on the date of entry into force of the Directive (26.08.2003) where they are placed on the market and/or put into service. They do not need to comply with the Directive if they would subsequently be placed on the market again as second hand products after the end date of the transitional period.

Personal watercraft that are placed on the market and/or put into service in the EEA after 31st December 2005 (end date of the transitional period specified in Article 3.2(a) of Directive 2003/44/EC) are required to comply with the Directive's requirements with regard to design and construction, and noise emissions, even if they are second hand products imported from outside the EEA (unless they have been previously placed on the market or put in service in the EEA). For PWC fitted with an engine of the type specified in Article 3.2 (b) of Directive 2003/44/EC (i.e. compression ignition or four-stroke spark ignition engine), these engines have also to comply with the Directive's requirements with regard to exhaust emissions when they are for the first time placed on the market and/or put into service in the Community after the 31st December 2005. For PWC fitted with two-stroke spark ignition engines, these engines have to comply with the Directive's requirements with regard to exhaust emissions when they are for the first time placed on the market and/or put into service in the Community after the 31st December 2006 (end date of the transitional period specified in Article 3.2(c) of Directive 2003/44/EC).

Propulsion engines with regard to exhaust emission requirements:

Propulsion engines installed or intended for installation on or in recreational craft or personal watercraft that are first placed on the market and/or put into service in the EEA prior to 1st January 2005 (date from which the provisions of Directive 2003/44/EC started to apply) or, ultimately either until the 31st December 2005 (end date of the transitional period specified in Article 3.2(b) of Directive 2003/44/EC) for compression ignition and four-stroke spark ignition engines or the 31st December 2006 (end date of the transitional period specified in Article 3.2(c) of Directive 2003/44/EC) for two-stroke spark ignition engines, are not required to comply with the exhaust emission requirements, even if they are subsequently placed on the market and/or put into service again as second hand products or are subject to a 'major engine modification' after the relevant end dates specified above.

Propulsion engines imported from third countries and placed on the market or put into service in the EEA after either the 31st December 2005 (end date of the transitional period specified in Article 3.2(b) of Directive 2003/44/EC) for

CC Guide

compression ignition and four-stroke spark ignition engines or the 31st December 2006 (end date of the transitional period specified in Article 3.2(c) of Directive 2003/44/EC) for two-stroke spark ignition engines are required to comply with the exhaust emission requirements, even if they are second hand products. This requirement does not apply to propulsion engines that have been placed on the market and/or put into service in the EEA before the relevant end dates specified above, and being exported to a third country before these end dates, are returned back to the EEA after these end dates. (See the comments on the application of the Directive to existing products under Article 4 below).

Recreational craft and personal watercraft with regard to noise emissions:

Recreational craft and personal watercraft that were first placed on the market and/or put into service in the EEA prior to 1st January 2005 (date from which the provisions of Directive 2003/44/EC started to apply) or, ultimately until the 31st December 2005 (end date of the transitional period specified in Article 3.2(a) of Directive 2003/44/EC) are not required to comply with the noise emission requirements, even if they are subsequently placed on the market and/or put into service again as second hand products or if such recreational craft are subject to a 'major craft conversion' after this end date.

Recreational craft and personal watercraft imported from third countries and placed on the market and/ot put into service in the EEA after the 31st December 2005 (end date of the transitional period specified in Article 3.2(a) of Directive 2003/44/EC) are required to comply with the noise emission requirements, even if they are second hand products. This requirement does not apply to recreational craft and personal watercraft that have been placed on the market and/or put into service in the EEA before this end date, and which after being exported outside the EEA before this end date, are returned back to the EEA after that end date. (See the comments on the application of the Directive to existing products under Article 4 below).

Outboard engines and stern drive engines with integral exhaust, with regard to noise emissions:

Outboard engines and stern drive engines with integral exhaust that are first placed on the market and/or put into service in the EEA prior to 1st January 2005 (date of entry into application of the provisions of Directive 2003/44/EC) or, ultimately either until 31st December 2005 (end date of the transitional period specified in Article 3.2 (b) of Directive 2003/44/EC for compression ignition and four-stroke spark ignition engines) or 31st December 2006 (end date of the transitional period specified in Article 3.2(c) of Directive 2003/44/EC for two-stroke spark ignition engines), are not required to comply with the noise emission requirements, even if they are subsequently placed on the market and/or put into service again as second hand products or are subject to a 'major engine modification' on or after the relevant end dates for the transitional period as specified above. Outboard engines and stern drive engines with integral exhaust imported from third countries and placed on the market and/or put into service in the EEA after either 31st December 2005 (end date of the transitional period specified in Article 3.2 (b) of Directive 2003/44/EC for compression ignition and four-stroke spark ignition engines) or 31st December 2006 (end date of the transitional period specified in Article 3.2(c) of Directive 2003/44/EC for two-stroke spark ignition engines), are required to comply with the noise emission requirements, even if they are second hand products. This requirement does not apply to outboard engines and stern drive engines with integral exhaust that have been placed on the market and/or put into service in the EEA on or before the relevant dates specified above, and after being exported to a third country, are returned back to the EEA after these dates. (See the comments on the application of the Directive to existing products under Article 4 below).

Recreational Craft Directive
2. The following shall be excluded from the scope of this Directive: *2.(a) with regard to paragraph 1(a):*

CC Guide	
Paragraph 2(a) contains a list of craft, which, with regard to the design and construction requirements, are excluded from the scope of the Directive. Whilst it is for the manufacturer to consider whether or not his craft is eligible under one of these exemptions or not, advice may be sought from the competent Member State Administration, in order, perhaps, to check the validity of the	outcome of his consideration. The comments below may be used for guidance. If a Member State Administration is, at the end of the day, still unsure, even after consultation with a notified body, then advice may be sought from the Commission services. In this case advice would be sought on a wider basis by consulting the advisory committee referred to in Article 6 of the Directive or other groups created under the Directive.

Recreational Craft Directive
2.(a) (i) craft intended solely for racing, including rowing racing boats and training rowing boats, labelled as such by the manufacturer;

CC Guide	
The exclusion in article 1.2.(a)(i) concerns craft intended solely for racing and designated as such by their builder. These include rowing racing boats and boats intended for rowing training that are designed exclusively for racing. Some racing boats are by their very design so extreme in their racing profile that they could in no way be assessed on their compliance with the design and construction requirements of the Directive. It is these designs for which this exclusion was drafted. In the remaining majority of craft, assessment of their compliance with the requirements of the Directive is considered to be feasible. That said, a manufacturer who decides, as it is his decision, to label the boat “intended solely for racing” is demonstrating	the intended prime purpose of the boat to adequately compete with other boats (perhaps employing minimalist internal fittings). Such a labelling should be clearly visible affixed to the boat. If, in the future this boat is placed on the market and/or put into service no longer as a racing boat, perhaps because the design is no longer competitive, the boat then falls under the requirements of the Directive as this would constitute the “first placing on the market and/or putting into service” as a recreational craft.

Recreational Craft Directive
2.(a) (ii) canoes and kayaks, gondolas and pedalos;

CC Guide	
The exclusions in article 1.2.(a)(ii) concern types of watercraft, which are by nature incompatible with some of the essential requirements but whose inclusion in the scope of the Directive with regard to design and construction requirements might be debatable. Canoes and kayaks, gondolas and pedalos are considered to be craft designed to	be propelled by human power excluding rowing. Rowing is considered to be the use of more than one oar. If canoes are so designed and constructed that they can be fitted with a propulsion engine or with sails and placed on the market and/or put into service as such, they are covered by the Directive.

Recreational Craft Directive
2.(a) (iii) sailing surfboards;

CC Guide
The exclusion in article 1.2.(a)(iii) concerns craft whose design is incompatible with the essential requirements of the Directive.

Recreational Craft Directive
2.(a) (iv) surfboards, including powered surfboards;

CC Guide	
The wording of this provision of the Directive has been amended to clarify that personal watercraft are no longer excluded from the scope of application of the Directive.	Surfboards and powered surfboards are considered to be craft carrying no more than 2 persons sitting, standing or kneeling on the craft's hull and fitted with flotation and fail-safe controls.

Recreational Craft Directive

2.(a) (v) original historical craft and individual replicas thereof designed before 1950, built predominantly with the original materials and labelled as such by the manufacturer;

CC Guide

The exclusion in article 1.2.(a)(v) is intended to exclude from the scope of the Directive craft designed before 1950. In addition this exclusion is also intended to exclude craft and/or types or classes of craft which were designed or developed before 1950 and of which replicas are individually constructed predominantly but not exclusively using the original materials. Builders of historical craft are able to build the same authentic bygone design, one boat after another.

These boats are still unique and individual, when built using methods and materials consistent with the original design, and retain their aesthetic charm and characteristics. In this respect, predominantly means using the original material for both the hull and the deck, but allowing contemporary use of materials e.g. plywood instead of solid timber, laminated frames, modern adhesives, paints, sealant and fastenings. Series production by means of moulds (e.g. GRP production) shall not be possible in these cases.

It is noted that some classes of boat that were designed before 1950 that were originally made exclusively of wood are now produced of modern plastics. These contemporary constructions are considered to fall within the scope of the Directive as the criteria regarding “predominantly of original materials” is not fulfilled.

NB: Member States may have individual boat designs that are peculiar to that State or region thereof, e.g. “pattini” in Italy or “treehandiri” in Greece. These boats are generally:

– of a design pre-dating 1950,

– built in specialist yards of original materials.

Of the two indents above, the first takes predominance. The Member State must be satisfied that such an exclusion from the Directive would not give carte blanche for series production.

Recreational Craft Directive

2.(a) (vi) experimental craft, provided that they are not subsequently placed on the Community market;

CC Guide

The exclusion in article 1.2.(a)(vi) concerns experimental craft. Such craft may be placed on the market in the EEA only if their design and construction is subsequently certified in conformity with the Directive.

Recreational Craft Directive
2.(a) (vii) craft built for own use, provided that they are not subsequently placed on the Community market during a period of five years;

CC Guide
The exclusion in article 1.2.(a)(vii) concerns craft built by their future user, provided that they are not placed on the market in the EEA within five years of being put into service. This does not preclude the sub-contracting, by the builder, of specialists in certain aspects of the fitting out of the boat e.g. electrical or electronic engineers. When a kit boat is bought by its end user, from the kit boat manufacturer, and completed not in accordance with the kit manufacturer's instructions [i.e. modified(1)] but to the "desires" of the end user, the party that undertakes the completion of the kit boat is considered to assume the responsibility for the boat's conformity with the Directive. (1) It is considered that these modifications relate to compliance with the Directive's Essential Requirements and not features outside of the scope of Annex I If, for whatever reason, a boat built for own use is intended to be placed on the Community market, whether completed or partly completed, within the 5 year period, then certification by a person or persons fulfilling the role of manufacturer would be required in accordance with the provisions of Article 8.1 on post-construction assessment. These persons would take the responsibility for the equivalent conformity of the design, construction, and environmental performance of the boat, and any modification to it necessary to achieve this equivalent conformity. The assessment of the equivalent conformity with essential requirements of the Directive requires the involvement of a notified body (see comments to Article 8.1). ***NB:*** A member of the general public building his own boat (in his garage or garden, for example), from materials bought on the open market is deemed to be "building a boat for his own use". This boat lies outside the scope of the Directive and does not require compliance with the essential requirements and thus CE marking. If for whatever reason this situation changes then the provisions detailed above would be seen to apply. It should be made clear that a private person who enters into a contractual arrangement with a professional company, yard or individual constructor to build a one off boat (be-spoke) is deemed to have entered into an arrangement where there will be a transfer of ownership. Such a boat is deemed to fall under the Directive and will have to comply with the Essential Requirements of the Directive and applicable conformity assessment procedures. Reference is made to text expanding on Article 4. Boats built for own use have the concept that a person is building their own boat and not having it built by others.

Recreational Craft Directive

2.(a) (viii) craft specifically intended to be crewed and to carry passengers for commercial purposes, without prejudice to paragraph 3(a), in particular those defined in Council Directive 82/714/EEC of 4 October 1982 laying down technical requirements for inland waterway vessels (*), regardless of the number of passengers;

** OJ L 301, 28.10.1982, p. 1. Directive as amended by the 1994 Act of Accession.*

CC Guide

The exclusion in article 1.2.(a)(viii) concerns craft specifically intended to be crewed and to carry passengers for commercial transport purposes. This means that recreational craft, which are crewed and are used for sports and/or leisure purposes, are not excluded.

NB: Council Directive 82/714/EEC of 4 October 1982, which lays down technical requirements for inland waterway vessels, excludes recreational craft from its scope but does not define them. However, it does exclude and define passenger boats as follows: “Passenger boat” means any vessel built and fitted out to carry more than 12 passengers. As a result of this definition, the phrase “regardless of the number of passengers” had to be added in article 1.2.(a)(viii).

Recreational Craft Directive

2.(a) (ix) submersibles;

2.(a) (x) air cushion vehicles;

2.(a) (xi) hydrofoils;

CC Guide

The above three categories of products are excluded from the scope of the Directive, as their physical characteristics are not consistent with the Essential Requirements. Similar craft meeting these considerations are also considered to lie outside the Directive.

Recreational Craft Directive
2.(a) (xii) External combustion steam powered craft, fuelled by coal, coke, wood, oil or gas;

CC Guide
The exclusion in article 1.2.(a)(xii) is new compared to Directive 94/25/EC. Where a craft uses a steam engine(s) as described above for propulsion, the craft is excluded from the scope of the Directive with regard to the design and construction requirements. An external combustion steam engine used for propulsion is excluded from the emission requirements as it is not an internal combustion engine (see Article 1.3(c) for the definition of 'propulsion engine').

Recreational Craft Directive
2.(b) with regard to paragraph 1(b):

CC Guide
The following propulsion engines are excluded from the exhaust emission requirements of the Directive.

Recreational Craft Directive
2.(b)(i) propulsion engines installed or specifically intended for installation on the following: *— craft intended solely for racing and labelled as such by the manufacturer,*

CC Guide
Engines for propulsion of racing boats are excluded from the exhaust emission requirements of the amended Directive provided that the racing boats are marked with a label stating that they are 'intended solely for racing' (see also comments to article 1.2.(a)(i) above). Such engines would typically be tuned or otherwise race-prepared for use in competitions for engine-powered racing boats.

Recreational Craft Directive

— *experimental craft, provided that they are not subsequently placed on the Community market,*

— *craft specifically intended to be crewed and to carry passengers for commercial purposes, without prejudice to paragraph 3(a), in particular those defined in Directive 82/714/EEC, regardless of the number of passengers,*

— *submersibles,*

— *air cushion vehicles,*

— *hydrofoils;*

CC Guide

Propulsion engines of craft of the type defined in the 5 indents above are all excluded from the exhaust emission requirements of the Directive.

Recreational Craft Directive

2.(b)(ii) original and individual replicas of historical propulsion engines, which are based on a pre-1950 design, not produced in series and fitted on craft referred to in paragraph 2(a)(v) and (vii);

CC Guide

Individual replica engines based on pre-1950 designs are excluded from the exhaust emission requirements provided that they are fitted to historical craft or craft built for own use as defined by Article 1.2(a)(v) and (vii) above. In this context 'individual replicas' may be built one after another and still excluded, provided that they are built to order and not series produced.

Historical engines built prior to 1950 are excluded from the scope of application of the exhaust emission requirements. Note that propulsion engines built after 1950 and first placed on the market and/or put into service in the EEA prior to 1st January 2005 (date of entry into application of the provisions of Directive 2003/44/EC) or, ultimately either until the 31st December 2005 (end of the transitional period specified in Article 3.2(b) of Directive 2003/44/EC for compression ignition and four-stroke spark ignition engines) or the 31st December 2006 (end of the transitional period specified in Article 3.2(c) of Directive 2003/44/EC for two-stroke spark ignition engines) are also excluded from the exhaust emission requirements of the amended Directive.

Recreational Craft Directive
2.(b) (iii) propulsion engines built for own use provided that they are not subsequently placed on the Community market during a period of five years;

CC Guide	
To qualify for this exclusion from the exhaust emission requirements, an engine 'built for own use' must have been substantially built by the owner and be used exclusively by the owner.	An engine that is marinised by the owner or otherwise adapted by modification or replacement of a few parts does not qualify for this exclusion.

Recreational Craft Directive
(c) with regard to paragraph 1(c):

CC Guide
The following craft are excluded from the noise emission requirements of this Directive.

Recreational Craft Directive
— all craft referred to in point (b) of this paragraph,

CC Guide
Accordingly racing craft, experimental craft and commercial craft that are fulfilling the conditions specified in Article 1.2.(b), and submersibles, air cushion vehicles and hydrofoils are all excluded from the noise emission requirements of this Directive.

Recreational Craft Directive
— *craft built for own use, provided that they are not subsequently placed on the Community market during a period of five years.*

CC Guide	
Craft built for own use are excluded from the noise emission requirements provided that they are not placed on the Community market within 5 years of first being put into service. To qualify for this exclusion from the noise emission requirements, a craft 'built for own use' must have been	substantially built and used exclusively by the owner. A boat that is completed by the owner by the addition of fittings and finishing parts is not 'built for own use'. Further clarification on boats built for own use are given in the comments to Article 1.2.(a)(vii) above.

Recreational Craft Directive
3. For the purposes of this Directive the following definitions shall apply:
3.(a) "recreational craft": any boat of any type intended for sports and leisure purposes of hull length from 2,5 m to 24 m, measured according to the harmonised standard, regardless of the means of propulsion; the fact that the same boat could be used for charter or for recreational boating training shall not prevent it being covered by this Directive when it is placed on the Community market for recreational purposes;

CC Guide	
Any reference to 'recreational craft' in this Directive is intended to include all craft covered by the above definition unless they are excluded by Article 2.1 and except for personal watercraft (see point 3(b) below). **Article 1.3(a)** defines the types of recreational craft covered. These boats are defined, not by their type or means of propulsion, but: – by their hull length of 2.5 to 24 m, and, in particular, – by their intended use for sports and leisure purposes.	It is specified that chartered, i.e. hired, recreational craft are covered by the Directive, as are recreational craft used for recreational boating training. In both cases, the activity is not a commercial passenger transport activity but one for sports or leisure purposes, even if the craft is hired with crew. The relevant harmonised standard is EN ISO 8666:2002 Small craft – Principal data. The use of this harmonised standard is compulsory for measuring the craft's hull length.

Recreational Craft Directive
3.(b) "personal watercraft": a vessel less than 4 m in length which uses an internal combustion engine having a water jet pump as its primary source of propulsion and designed to be operated by a person or persons sitting, standing or kneeling on, rather than within the confines of, a hull;

CC Guide
Other types of craft with water jet propulsion units that are less than 4.0m in length, such as mini jet boats and small RIBs (rigid hull inflatable boats) with water jet propulsion, are not 'personal watercraft'. They should be treated as recreational craft (if they are 2,5 m in length or above) and must meet the relevant design and construction, exhaust and noise emission requirements. Craft that meet the definition of personal watercraft - except that their length is equal to or greater than 4.0m (when measured according to EN ISO 8666:2002) - should be treated as recreational craft and meet the relevant design and construction, exhaust and noise emission requirements. Although no reference is made in the definition above to the use of personal watercraft, as this Directive is for marine craft intended for recreational use, any personal watercraft that are placed on the Community market solely for commercial use are outside of the scope of this Directive.

Recreational Craft Directive
3.(c) "propulsion engine": any spark or compression ignition, internal combustion engine used for propulsion purposes, including two-stroke and four-stroke inboard, stern-drive with or without integral exhaust and outboard engines;

CC Guide
The definition of propulsion engines is limited to spark or compression ignition internal combustion engines (e.g. petrol or diesel engines respectively) and accordingly electric engines or steam engines are excluded from the emission requirements even if they are the sole source of power for propulsion. If a spark or compression ignition internal combustion engine is used in conjunction with another type of engine, such as diesel-electric propulsion, then the internal combustion engine is a propulsion engine and must comply with the emission requirements. If a spark or compression ignition internal combustion engine is installed to power a hydraulic motor drive for propulsion then the internal combustion engine is a propulsion engine and must meet the emission requirements.

Recreational Craft Directive
3. (d) "major engine modification": the modification of an engine which: - *could potentially cause the engine to exceed the emission limits set out in Annex I.B. excluding routine replacement of engine components that do not alter the emission characteristics, or* - *increases the rated power of the engine by more than 15 %;*

CC Guide
A 'major engine modification' is relevant only for the application of the exhaust emission requirements for propulsion engines that are installed on or in recreational craft or personal watercraft and have been placed on the market and/or put into service after the date of entry into application of Directive 2003/44/EC (see clarifications concerning Article 1.1(d) above) and which have been subsequently subject to a modification in accordance with this definition. The first indent provides that routine engine maintenance and replacement of engine components within the manufacturer's specifications does not qualify as a 'major engine modification'. Such maintenance may extend to a complete engine rebuild within the manufacturer's specifications. If an engine is more extensively modified in a way that the exhaust emissions could potentially exceed the limits of this Directive, then it would be considered a major engine modification even if the power output increases by less than 15%.

Recreational Craft Directive
3. (e)"major craft conversion": a conversion of a craft which: - *changes the means of propulsion of the craft,* - *involves a major engine modification,* - *alters the craft to such an extent that it is considered a new craft;*

CC Guide
A 'major craft conversion' is relevant for the application of the noise emission requirements (see Article 1.1.(c).(ii)). In this context the first indent refers to changing the means of propulsion as defined in Article 1.3(f) below. The replacement of the propulsion engine(s) with another engine(s) of different type is not changing the means of propulsion as defined and accordingly engine replacement is not a 'major craft conversion'. The third indent on alterations to the craft is intended to cover alterations to an extent that the craft should be considered as a new craft. Note also the comments to Article 1.3.(h) below, specifying that the "re-building" or modifying of a product in the context of manufacturer responsibility means that the product has been changed to such an extent that compliance considerations with the Essential Requirements are altered from those of the product when originally assessed. This would mean, for example, that the stability and buoyancy characteristics of a craft have been changed due to the addition of new accommodation or rigging arrangement. Such modification would mean that the "new" craft presents a new overall design and with it new risks. In this respect such a modification of a craft would require compliance with the Directive if placed on the EEA market and/or put into service.

Recreational Craft Directive

3. (f) "means of propulsion": the mechanical method by which the craft is driven, in particular marine propellers or waterjet mechanical drive systems;

CC Guide

In accordance with this definition, a change to the means of propulsion would be, for example, changing from a conventional propeller shaft drive to a waterjet propulsion unit or surface piercing propellers.

Recreational Craft Directive

3. (g) "engine family": the manufacturer's grouping of engines which, through their design, are expected to have similar exhaust emission characteristics and which comply with the exhaust emissions requirements of this Directive.

CC Guide

The definition of an 'engine family' is important for the application of the exhaust emission requirements. Appendix 6 includes the text taken from Directive 97/68/EC (engines for non-road mobile machinery) on the parameters of an engine family and choice of parent engines. Details of engine families are also given in the harmonised standard EN ISO 8178-1:1996 Reciprocating internal combustion engines – Exhaust emission measurement – Part 7: Engine family determination. See also comments on Annex VII (module B).

Note: Although the definition above refers only to engine families with respect to exhaust emission characteristics, the term 'engine family' is also used when referring to noise emission limits in Annexes VII and XVII.

Recreational Craft Directive

3. (h) "manufacturer": any natural or legal person who designs and manufactures a product covered by this Directive or who has such a product designed and/or manufactured with a view to placing it on the market on his own behalf;

CC Guide

A manufacturer is therefore involved in the design and/or production of the product and/or in its placing on the market.

The manufacturer is the person or persons

– responsible for the design and construction of the product covered by the Directive with a view to placing it on the EEA market on his/their behalf;

– responsible for "re-building" or modifying an existing boat or product falling under the Directive, in so doing creating an "as-new" product, with a view to placing this on the EEA market;

– the person or persons who place a used product from a third country on the market in the EEA and/or put it into service take the responsibility for the conformity of the design, construction and environmental performance as well as for any modification to the product necessary to ensure its equivalent conformity with the essential requirements of the Directive also fulfil the role of manufacturer. The assessment of the equivalent conformity with essential requirements of the Directive requires the involvement of a notified body (see comments to Article 8.1).

– responsible for establishing the technical documentation and for keeping it for a period of at least 10 years after the last product has been manufactured at the disposal of the relevant national authorities for inspection purposes.

The manufacturer may be established in the EEA or elsewhere. In either case, the manufacturer may appoint an authorised representative who must be established in the EEA, to act on his behalf. (See comments to Article 1.3(i) below).

Comments

The manufacturer is responsible for designing and manufacturing the product covered by the Directive in accordance with the Directive's essential requirements and procedures for conformity assessment (declaration of conformity, certification, affixing of CE marking).

The manufacturer may sub-contract some operations within the manufacture, including the design if he physically manufactures the product, or the manufacture if he designs the product. However, in both cases, he must retain overall control and responsibility. By the same token, he may use ready-made items or components, carrying the CE Marking or not, in the process of manufacture, but still retains his responsibility as manufacturer.

The "re-building" or modifying of a product (craft or engine or component) in the context of manufacturer responsibility means that the product has been changed to such an extent that compliance considerations with the Essential Requirements are altered from those of the product when originally assessed. This would mean, for example, that the stability and buoyancy characteristics of a craft have been changed due to the addition of new accommodation or rigging arrangement. Such modification would mean that the "new" craft presents a new overall design and with it new risks. In this respect, such a modification of a craft would require compliance with the Directive if placed on the EEA market and/or put into service. (See also comments to Article 1.3(d) and 1.3(e) above).

Recreational Craft Directive

3. (i) "authorised representative": any natural or legal person established in the Community who has received a written mandate from the manufacturer to act on his behalf with regard to the latter's obligation under this Directive.'

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An authorised representative is a natural or legal person appointed by the manufacturer to act on his behalf in carrying out certain tasks required by the Directive, which have been delegated in writing to him by the manufacturer. All authorised representatives appointed by the manufacturer must be established in the EEA territory in order to act on behalf of the manufacturer under the terms of the Directive. In this respect the manufacturer shall provide the authorised representative with a written mandate to act on his behalf. The obligations, for which the manufacturer delegates responsibility, shall be detailed therein. However, in accordance with section 3.2 of the Guide to the implementation of Directives based on the New Approach and the Global Approach, a manufacturer is not obliged to have an authorised representative.

By way of example, the authorised representative could be appointed to undertake the required testing in the EEA, complete the declaration of conformity, affix the CE marking and hold the declaration of conformity and technical construction files at the disposal of the competent authorities.

The term "importer" is not used explicitly in the Directive. However, it is a term that should be clarified to avoid confusion with the authorised representative as these are frequently thought to be interchangeable. The importer is a natural or legal person established in the Community who places a product from a third country on the EEA market. Unlike the authorised representative, the importer has no preferential relationship with the manufacturer in the third country. For the responsibilities of the importer: see the 'Guide to the implementation of Directives based on the New Approach and the Global Approach', referred to in the Foreword to this application guide.

Comment

A legal or private person established in the EEA who buys a boat in a third country (whether new or second hand) and sails it into EEA territory, or returns an existing boat to EEA territory, is also considered to be an importer. The same applies for any other second hand product covered by the Directive imported from a third country into the EEA by a legal or private person with a view to place it on the market and/or put it into service in the EEA. Such a product has to comply with the provisions of the Directive, except if the product had been placed on the market or put into service within the EEA prior to the date the Directive entered into full application for the product category concerned. Before putting such an imported craft into service the provisions of article 8.1 of the Directive become applicable under the heading "post-construction assessment".

RSG Comments - ARFU / RFU: #34, #35, #44, #54, #62, #65, #90

I. Article 2 PLACING ON THE MARKET AND PUTTING INTO SERVICE

Recreational Craft Directive

Article 2

1. Member States shall take all necessary measures to ensure that the products referred to in Article 1(1) may be placed on the market and put into service for use in accordance with their intended purpose only if they do not endanger the safety and health of persons, property or the environment when correctly constructed and maintained.

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Article2.1 points out that the Member States are obliged to take all necessary measures to ensure that recreational craft and the other products referred to in Article 1(1) can only be placed on the market and put into service if they do not endanger the safety and health of persons, property or the environment. One of the prime objectives of the Directive was to ensure the free circulation of goods by removing technical barriers to trade. In this respect a craft bearing CE marking is considered as fulfilling the requirements of Paragraph 1.

For complete comprehension of this Article it is necessary to explain the following terms (For more information see also the 'Guide to the implementation of Directives based on the New Approach and the Global Approach', referred to in the Foreword to this application guide)

(i) Placing on the market

This means the first making available, against payment or free of charge, of a product covered by the Directive, in the EEA market, for the purpose of distribution and or use in the EEA.

The concept of "Placing on the market" determines the moment when a product covered by the Directive passes for the first time from the manufacturing stage to the market of the EEA or the importing stage from a third country with a view to its distribution and/or use in the EEA. Since placing on the market refers only to the first instance of making the product available on the EEA market with a view to distribution or use within the EEA, the Directive only covers new products manufactured in the EEA and all products imported from a third country – whether new or used.

Placing on the market refers to each individual product which physically exists and is complete (except those specifically referred to in the Directive) and is covered by the Directive, regardless of the time or place of manufacture and whether it was made as an individual unit or in series.

The concept of placing on the market must be clearly distinguished from sale. Placing on the market relates to the physical availability of the product regardless of the legal aspects of the act of transfer (loan, gift, sale or hire). Thus manufacturer's stock, wherever physically situated after the relevant date of entry into application of the Directive, for which no transfer has taken place (see definition of "making available) before that date, will be required to comply with the requirements of the Directive when placed on the market.

(ii) Making available

"Making available" means the transfer of the product.

The transfer of the product is considered to take place at :

– either the completion of the craft to a stage at which CE marking may be affixed,

– or the transfer of ownership,

– or the physical handover of the product by the manufacturer, the manufacturer's authorised representative in the EEA; to:

(i) the importer established in the EEA, or

(ii) the person responsible for distribution of the product on the EEA market, or

(iii)to the final user.

The product is considered to be transferred either when the physical hand-over or the transfer of ownership has taken place. This transfer can be for payment or free of charge, and it can be based on any type of legal instrument (for instance sale, loan, hire, lease or gift).

The product must comply with the Directive at the moment of transfer.

(iii) Putting into service

This means the first use of a product covered by the Directive in the EEA territory by its end user.

A product which is ready for use at the moment of placing on the market and which does not have to be assembled, and where distribution or transport would make no difference to the integrity or performance of the product, is considered to have been put into service as soon as it is placed on the market. The above does not apply when it is reasonably possible to determine when the boat was first used for its intended purpose, floated, became operational, etc.

If a product is manufactured or imported from a third country for the manufacturer's or importer's own use, there is confusion between placing on the market and putting into service. The obligation of conformity with the Directive arises at the time of the first use. The free movement of the products covered by the scope of the Directive is granted by the Member States provided the products bear the CE marking, which indicates their conformity with all provisions of the Directive, including the conformity assessment procedures. This does not affect the rights of Member States under Article 7.

(iv) Market Surveillance

Market surveillance is an essential tool for the enforcement of New Approach Directives. It needs to function effectively in order to provide the following guarantees:

- Uniform application of Community law
- Equal protection for all citizens
- Maintenance of a level playing field for enterprises

It involves two main stages:

- national surveillance authorities monitor that products placed on the market comply with the provisions of the applicable national legislation transposing the New Approach Directives;
- when necessary, they then take action to establish conformity (see also article 7 and article 10.4).

In addition to the implicit obligations contained in the EC Treaty, the New Approach Directives contain an explicit requirement for Member States to carry out market surveillance activities (See e.g. article 2.1. of Directive 94/25/EC) The principle of subsidiarity applies, and it is for Member States to determine the administrative structures used to fulfil their obligations in this field.

Effective cross-border co-operation between market surveillance authorities is essential if products are to be subject to the same high level of surveillance throughout the Union. The Commission is actively encouraging this co-operation through supporting the activities of Directive-specific Administrative Co-operation (ADCO) Groups of Market surveillance experts. These groups are providing a forum for national market surveillance experts to meet and co-operate on practical matters. They have a fundamental role as a network for practical cooperation: experts can identify and share views on problems with implementation of the Directive, exchange information and improve co-operation in a very practical way.

For further information on market surveillance, see chapter 8 of the 'Guide to the implementation of Directives based on the New Approach and the Global Approach', referred to in the Foreword to this application guide.

RSG Comments - ARFU / RFU: #56, #62

Recreational Craft Directive

2. The provisions of this Directive shall not prevent Member States from adopting, in compliance with the Treaty, provisions concerning navigation on certain waters for the purpose of protection of the environment, the fabric of waterways, and ensuring safety of waterways, providing that this does not require modification to craft conforming to this Directive.

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Article2.2 makes it clear that the Directive leaves it to the Member States to adopt, in compliance with the Treaty, provisions concerning the safety of navigation, i.e. regulations on the use of craft, in order to protect the environment and both the fabric and safety of waterways.

However, the objective of the Directive to establish a single market is not jeopardised as these national rules cannot require any modification to be made to craft conforming to the Directive. In addition national rules shall also not cause any distortion to technical or safety information available to the consumer, associated with compliance with the Directive e.g. design category, load capacity etc.

The navigation rules could concern in particular the imposition of speed limits in restrictive or sensitive areas, permission or otherwise to navigate certain canals depending on the size of the craft, visibility at night in certain local areas, problems of water and air pollution on certain waterways, problems of noise, etc.

I. Article 3 ESSENTIAL REQUIREMENTS

Recreational Craft Directive

Article 3

The products referred to in Article 1(1) shall meet the essential safety, health, environmental protection and consumer protection requirements set out in Annex I.

CC Guide

The essential requirements set out in the Annex I, which must be met by the products covered by the scope of the Directive, fall within the four areas referred to in paragraph 3 of Article 95 of the Treaty establishing the European Community:

– safety,
– health,
– environmental protection, and
– consumer protection.

As far as the construction of recreational craft is concerned, the concepts of health and safety are obviously linked when one considers the possible consequences of failure during use.

The concept of environmental protection is included, as this has to be taken into account from the design stage for certain craft, and has been further emphasised through the inclusion of the exhaust and noise emission requirements in Parts B and C of Annex I.

The concept of consumer protection covers not only the users of the craft but also all other users of watercourses where the craft is used.

RSG Comments - ARFU / RFU: #64

I. Article 4 FREE MOVEMENT OF THE PRODUCTS REFERRED TO IN ARTICLE 1(1)

Recreational Craft Directive

1. Member States shall not prohibit, restrict or impede the placing on the market and/or putting into service in their territory of products referred to in Article 1(1)bearing the CE marking referred to in Annex IV, which indicates their conformity with all the provisions of this Directive, including the conformity procedures set out in Chapter II

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Article 4 establishes the conditions for free movement of the products referred to in Article 1(1):

– recreational craft,
– partly completed boats,
– the components referred to in Annex II
– personal watercraft, and
– propulsion engines.

Article 4.1 specifies that all these products may freely move on the market in the territory of the EEA Member States when these products are CE-marked. The CE-mark is indicating that they are in conformity with all the requirements of the Directive, including the relevant conformity assessment procedures (as specified in Article 8).

For the first three categories of products (recreational craft, partly completed boats and components referred to in Annex II) which comply with the relevant requirements of the Directive, this right of free circulation on the market in the EEA started to apply as from the date of entry into application of Directive 94/25/EC, i.e. as from the 16th June 1996.

The references to the two latter categories of products (personal watercraft and propulsion engines) have been added to Article 1(1) through the amending Directive 2003/44/EC. As a result, the right for free movement of these products when complying with the relevant requirements of the amended Directive, started to apply as from the date of entry into application of Directive 2003/44/EC, i.e. as from the 1st of January 2005.

The wording “placing on the market and putting into service” as used in Directive 94/25/EC, has been amended to read “placing on the market and/or putting into service”. This amendment has been made as some products covered by this Directive and bearing the CE marking may be put into service for the first time but not placed on the market. Further clarification on ‘placing on the market’ and ‘putting into service’ is given in the comments to Article 2.(1).

Recreational Craft Directive
2. Member States shall not prohibit, restrict or impede the placing on the market of partly-completed boats where the builder or his authorised representative established in the Community or the person responsible for the placing on the market declares, in accordance with Annex IIIa, that they are intended to be completed by others.

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Partly completed boats are not given the CE marking since by definition they cannot be in conformity with all of the relevant essential requirements of the Directive but are the subject of a declaration by the builder (Annex IIIa), which provides the basis for their right for free circulation on the market. With regard to boats that are designed to be operated in conjunction with an outboard motor or have the provision to be fitted with such a unit, these boats should not be considered as partly completed boats, and have therefore to comply with the provisions of article 4.(1) in order to benefit form free circulation on the market. As explained below, outboard engines need to be separately CE-marked.

Recreational Craft Directive
3. Member States shall not prohibit, restrict or impede the placing on the market and/or putting into service of components referred to in Annex II and bearing the CE marking referred to in Annex IV which indicates their conformity with the relevant essential requirements where these components are accompanied by a written declaration of conformity as provided for in Annex XV and are intended to be incorporated into recreational craft, in accordance with the declaration, referred to in Annex IIIb, of the manufacturer, his authorised representative established in the Community or, in the case of imports from a third country, of any person who places those components on the Community market.

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Components as referred to in Annex II are given the CE marking and are also the subject of a Declaration of Conformity (Annex XV) by the component manufacturer. If they are to be incorporated into recreational craft they are the subject of an Annex III b declaration.	This paragraph has been amended by adding the words 'placing on the market and/or putting into service' in place of the word "placing on the market and putting into service' (see clarification under Article 4.1 above) and a reference to Annex XV. Both Annex XV and Annex III b outline information that shall be included in the Declaration of Conformity and the Annex III b declaration.

Recreational Craft Directive

4. Member States shall not prohibit, restrict or impede the placing on the market and/or putting into service of:

— inboard engines and stern drive propulsion engines without integral exhaust,

— engines type-approved according to Directive 97/68/EC (*) which are in compliance with stage II provided for in section 4.2.3 of Annex I to that Directive and of,

— engines type-approved according to Directive 88/77/EEC (**);

where the manufacturer or his authorised representative established in the Community declares in accordance with Annex XV.3 that the engine will meet the exhaust emission requirements of this Directive, when installed in a recreational craft or personal watercraft in accordance with the manufacturer's supplied instructions.

(*) Directive 97/68/EC of the European Parliament and of the Council of 16 December 1997 on the approximation of the laws of the Member States relating to measures against the emission of gaseous and particulate pollutants from internal combustion engines to be installed in non-road mobile machinery (OJ L 59, 27.2.1998, p. 1). Directive as amended by Commission Directive 2001/63/EC (OJ L 227, 23.8.2001, p. 41).

(**) Council Directive 88/77/EEC of 3 December 1987 on the approximation of the laws of the Member States relating to the measures to be taken against the emission of gaseous and particulate pollutants from compression ignition engines for use in vehicles, and the emission of gaseous pollutants from positive ignition engines fuelled with natural gas or liquefied petroleum gas for use in vehicles (OJ L 36, 9.2.1988, p. 33). Directive as last amended by Commission Directive 2001/27/EC (OJ L 107, 18.4.2001, p. 10).

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The first indent above refers to inboard engines and stern drive engines without integral exhausts that have been found to comply with the exhaust emission requirements of this Directive as a result of testing in accordance with the specified harmonised standard (see comments on Annex I, Part B and on Article 8.(3)). These engines may be placed on the market if accompanied by a declaration of conformity in accordance with Annex XV.3 and if they are bearing the CE mark. Article 8.3 requires propulsion engines to be assessed on their conformity with the exhaust emission requirements in accordance with module B+C, B+D, B+E, or B+F or G or H. Each of the modules C, D, E, F, G and H specify that the manufacturer has to affix the CE marking on the product assessed in accordance with such a module.

The second and third indents apply to engines intended for use as inboard propulsion engines or stern drive engines without integral exhaust that are type-approved (or from type-approved engine families) according to Directive 97/68/EC (stage II) or Directive 88/77/EEC. These engines have been type-approved initially by the engine manufacturer for other applications covered by those Directives and may subsequently be placed on the market for installation on recreational craft by that manufacturer, provided that he declares in the accompanying Annex XV.3 declaration that when installed in accordance with his supplied instructions the engine will meet the exhaust emission requirements of Directive 2003/44/EC. These engines are not required to bear the CE Marking

It should be noted in this context that Clause 7 of Annex I of Directive 88/77/EC provides that the engine installation on the vehicle shall comply with the following characteristics in respect to the type-approval of the engine:

1. intake depression shall not exceed that specified for the type-approved engine;
2. exhaust back pressure shall not exceed that specified for the type-approved engine;
3. maximum power absorbed by the engine-driven equipment shall not exceed the maximum permissible power specified for the type-approved engine.

Directive 97/68/EC provides in Article 4.3 that "where the engine to be approved fulfils its function or offers a specific feature only in conjunction with other parts of the non-road mobile machinery, and for this reason compliance with one or more requirements can be verified only when the engine to be approved operates in conjunction with other machinery parts, whether real or simulated, the scope of the type-approval of the engine(s) must be restricted accordingly. The type-approval certificate for an engine type or engine family shall then include any restrictions on its use and shall indicate any conditions for fitting it and provides further in article 5. 2. that "the application for the amendment or extension of a type-approval shall be submitted exclusively to the approval authority of the Member State which granted the original type-approval." From these provisions arises that a engine type-approved under Directive 97/68/EC after marinising may need to be covered by an extension of the type-approval or alternatively subject to conformity assessment under Directive 2003/44/EC to demonstrate compliance with the exhaust emission requirements.

Marinising of engines referred to in Article 4.4:

In the case where a party marinises such engines, it may place them on the recreational craft market without subjecting them to further testing and conformity assessment procedures under Directive 2003/44/EC, provided that the modifications for marine use:

- remain within the engine manufacturer's supplied instructions referred to in his Annex XV.3 declaration;
- do not entail a "major engine modification" as defined in article 1.3.(d), and
- do not cause the exhaust emissions to exceed the limits specified in Annex I.B of Directive 2003/44/EC.

Otherwise, the responsibility for ensuring compliance with the exhaust emissions of Directive 2003/44/EC will have to be assumed by the mariniser, by applying the procedures of Annex I.B and Article 8.3.

RSG Comments - ARFU / RFU: #69

Recreational Craft Directive

5. At trade fairs, exhibitions, demonstrations, etc., Member States shall not create any obstacles to the showing of the products referred to in Article 1(1) which do not comply with this Directive, provided that a visible sign clearly indicates that such products may not be marketed or put into service until they have been made to comply.

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This provision specifies the conditions for the showing at exhibitions of products referred to in Article 1(1) of the Directive, but which do not comply with the Directive.

Recreational craft, partly completed boats, personal watercraft, propulsion engines or Annex II components exhibited at boat shows do not necessarily have to comply with the requirements of the Directive, even after the relevant date of entry into full application of the Directive for the category of products concerned. The display of a boat, personal watercraft, propulsion engine or Annex II component at a boat show, whether a trade or retail show, does not constitute a "placing on the market". However, if the product is not in full conformity with the applicable provisions of the Directive this fact must be clearly advertised next to the product being exhibited clearly stating that it may not be placed or put into service until it has been made to comply. To require that all products comply with the requirements of the Directive when exhibited would mean that manufacturers could not show concept designs or prototypes. Thus the public would be deprived of products showing the "shape of things to come" and manufacturers from showing exciting new designs.

If a manufacturer, his authorised representative in the EEA or the importer offers a product referred to in Article 1(1) of the Directive in a catalogue, it is deemed not to have been placed on the market until it is actually made available for the first time. Therefore products offered in a catalogue would not have to be in conformity with the Recreational Craft Directive, but this fact must be clearly advertised in the catalogue.

Recreational Craft Directive

6. Where the products referred to in Article 1(1) are subject to other Directives covering other aspects and which provide for the affixing of the CE marking, the latter shall indicate that such products are also presumed to conform to the provisions of those other Directives. The CE marking shall indicate conformity with the applicable Directives or relevant parts thereof. In this case, the particulars of the said Directives applied by the manufacturer, as published in the Official Journal of the European Union, must be given in the documents, declaration of conformity or instructions required by the Directives and accompanying such products.

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Article 4.(6) refers to the provisions, which will apply if the products referred to in Article 1(1) are the subject of other Directives, which relate to other aspects and provide for the affixing of the CE marking.

Application of the machinery Directive

As regards inboard and stern drive engines: "means of transport, i.e. vehicles and their trailers intended solely for transporting passengers by air or on road, rail or water networks" are excluded from the scope of Community legislation on machinery (Directives 89/392/EEC and 91/368/EEC, Article 1 paragraph 3). The essence of the Directive outlines that the vehicle itself and the engine incorporated into it are excluded; thus inboard engines and stern drive engines as integral part of of the craft/engine combination are subject to the essential requirements of the Recreational Craft Directive with regard to design and construction, particularly those in points 2.5, 4 and 5.1.1 to 5.1.3 of Annex I.A, as well as with regard to exhaust emissions (Annex I.B) and noise emissions (Annex I.C, either as part of the craft in which they are installed in the case of inboard engines and stern drive engines without integral exhaust, or as engine as such in the case of stern drive engines with integral exhaust).

As regards outboard engines, these are subject to the essential requirements of the Recreational Craft Directive with regard to design and construction, particularly those in points 2.5, 4 and 5.1.4 of Annex I.A, as well as with regard to exhaust emissions (Annex I.B) and noise emissions (Annex I.C).

Moreover, paragraph 4 of Article 1 of the Machinery Directive should be taken into consideration:

"Where, for machinery or a safety component, the risks referred to in this Directive are wholly or partly covered by specific Community Directives, this Directive shall not apply, or shall cease to apply, in the case of such machinery and of such risks on the entering into force of these specific Directives".

The risks covered by the essential requirements of the Recreational Craft Directive, relating to outboard engines (points 2.5, 4, and 5.1.4 of Annex I.A), are those concerning the installation and putting into service of outboard engines on recreational craft. These risks are not the same as those concerning the actual design and construction of the outboard engines which may be placed on the market and put into service separately from the recreational craft to which they are fitted without being permanently installed.

In these circumstances, outboard engines are subject:

- to the essential requirements of the Directive on recreational craft, particularly those in points 2.5, 4 and 5.1.4 of Annex I.A,
- to the essential health and safety requirements of the Machinery Directive.

In this connection, the CE marking must be affixed to outboard engines when they are placed on the market.

I. Article 5 PRESUMPTION OF CONFORMITY, HARMONISED STANDARDS

Recreational Craft Directive

Article 5

Member States shall presume compliance with the essential requirements referred to in Article 3 of products referred to in Article 1 (1) which meet the relevant national standards adopted pursuant to the harmonised standards the references of which have been published in the Official Journal of the European Communities; Member States shall publish the references of such national standards.

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This Article contains three important elements with regard to the Recreational Craft Directive:

– Presumption of conformity;

– Essential requirements;

– Harmonised standards.

These elements are very closely related.

The "essential requirements" as referred to in Article 3 and detailed in Annex I have to be met by products referred to in Article 1(1) of the Directive. The application by a manufacturer of a harmonised standard in order to fulfil the essential requirements gives a presumption of conformity. However, application of a harmonised standard remains voluntary and is not the only method available to demonstrate conformity with the essential requirements. The manufacturer can choose whether or not he refers to harmonised standards, as long as his products fulfil the essential requirements. However, if a manufacturer chooses not to follow a harmonised standard, he has the obligation to prove that his product is in conformity with the essential requirements by the use of other means of his own choice (e.g. by means of any existing technical specifications). If the manufacturer applies only a part of a harmonised standard or the applicable harmonised standard does not cover all the essential requirements, the presumption of conformity exist only to the extent the standard corresponds to the essential requirements.

Harmonised standards

In very broad terms, harmonised standards are European standards, which are adopted by European Standards Organisations (ESO's), prepared in accordance with the general guidelines agreed between the European Commission and ESO's, and follow a mandate issued by the Commission. Harmonised standards are deemed to exist when the ESO's formally present to the European Commission the European Standards elaborated or identified in conformity with the mandate. Although European standards are considered as harmonised before the publication of their references in the Official Journal, it is this publication that gives presumption of conformity to the Essential requirements of the Directive.

In the context of their market surveillance activities, Member States are monitoring whether harmonised standards meet fully the essential requirements and, in accordance with article 6.1, shall notify the committee established under Directive 83/189/CE in case they are of the opinion that such would not be the case.

European standards are technical specifications adopted by one of the European standards agencies (CEN, CENELEC and ETSI) for repeated or continuous application. In the case of the Recreational Craft Directive only a mandate to CEN has been issued, which foresees a co-operation with CENELEC, whenever required.

The standards listed in Appendix 4 are those harmonised under the Recreational Craft Directive.

The European standards organisations do not necessarily develop new standards, but may identify existing standards, which fulfil the terms of the mandate, perhaps after modification. These existing standards may be international, national or industrial technical specifications. In respect of the preparation of the mandated standards, it is the responsibility of the standards organisation to elaborate the standard and organise technical committees to find technical solutions.

Elaboration of the technical aspects of standards is carried out in designated "working groups" by technical experts. On completion the text is first made available for public enquiry after which any comments received are analysed. After voting by the individual national standards bodies, the standards organisation ratifies the text and transmits the references to the Commission for publication.

One of the underlying characteristics of a harmonised standard, over and above ordinary European standards, is that its contents must match the essential requirements of the Directive to which "it is harmonised".

It is the role of the "CEN Consultant" to examine the content against the essential requirements and using appropriate annexes to clearly distinguish sections not applicable to the Directive's essential requirements.

Finally, after elaboration, voting and checking, the standards organisation transmits to the Commission the title and reference which are then published in the Official Journal.

For standards to be considered harmonised standards within the meaning of the New Approach Directives, they are deemed to exist when the European standards organisations formally present to the Commission the European standards elaborated or identified in conformity with the mandate. Member States must then transpose the standard at national level replacing any existing national standards. Conformity with a national standard that transposes a harmonised standard, whose reference has been published, confers a presumption of conformity with the essential requirements of the applicable New Approach directive that is covered by such a standard.

RSG Comments - ARFU / RFU: #75 #85

I. Article 6 ADVISORY COMMITTEE PROCEDURE

Recreational Craft Directive

Article 6

1. Where a Member State or the Commission is of the opinion that the harmonised standards referred to in Article 5 do not fully meet the essential requirements referred to in Article 3, the Commission or the Member State shall notify the committee set up under Directive 83/189/CEE, setting out its reasons. The committee shall deliver an urgent opinion.

In the light of the opinion of the committee, the Commission shall inform Member States if the standards concerned should be withdrawn from the publications referred to in Article 5.

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The first paragraph provides for the procedure for the consultation of the Committee set up under Directive 83/189/EEC.

Recreational Craft Directive
2. The Commission may adopt any appropriate measure with a view to ensuring that this Directive is applied practically in a uniform manner in pursuance of paragraph *3. The Commission shall be assisted by a standing committee (hereinafter referred to as 'the Committee').* *Where reference is made to this paragraph, Articles 3 and 7 of Decision 1999/468/EC [(1)] shall apply, having regard to the provisions of Article 8 thereof.* *The Committee shall adopt its rules of procedure.* *[(1)] Council Decision 1999/468/EC of 28 June 1999 laying down the procedures for the exercise of implementing powers conferred to the Commission (OJ L184, 17.7.1999, p. 23)* *4. The Standing Committee may, in addition, examine any question concerning the application of this Directive and raised by its chairman, either at the chairman's initiative or at the request of a Member State.*

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Paragraphs 2, 3 and 4: - empower the Commission to adopt any appropriate measure to ensure that the Directive is applied practically in a uniform manner; - set up an advisory Standing Committee to deliver opinions on the drafts of measures to be taken. The Chairman, who is a representative from the Commission, submits these drafts, and, if necessary, a vote is taken. The Commission shall take the utmost account of the opinion delivered and informs the Committee of the manner in which its opinion has been taken into account.	Furthermore, the Committee may also examine any question not relating to the adoption of measures. (For more information on the working methods of the committee, see the comments to Article 6a below). Article 6.(3) has been amended by Regulation (EC) No 1882/2003, as published in OJ L 284 of 31.10.2003.

I. Annex 6a REGULATORY COMMITTEE PROCEDURE

Recreational Craft Directive

Article 6a

1. Amendments which are necessary, in the light of evolution of technical knowledge and new scientific evidence, to the requirements of Annex I.B.2 and Annex I.C.1 excluding direct or indirect modifications to exhaust or noise emission values and to the Froude and P/D ratio values shall be adopted by the Commission assisted by the Standing Committee set up pursuant to Article 6(3), acting as a regulatory committee in accordance with the procedure referred to in paragraph 2. Issues to be dealt with shall include the reference fuels and the standards to be used for exhaust and noise emissions testing.

2. Where reference is made to this paragraph, Articles 5 and 7 of Decision 1999/468/EC shall apply, having regard to the provisions of Article 8 thereof.

The period laid down in Article 5(6) of Decision 1999/468/EC shall be set at three months.

3. The Committee shall adopt its rules of procedure.

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In addition to the advisory committee established by means of Article 6, Article 6a of the amended Directive establishes a regulatory committee to assist the Commission in adopting amendments related to exhaust and noise emission requirements in the light of technical developments. Changes to the exhaust and noise emission limits or to the P/D ratio and Froude number limits cannot be introduced through this procedure. Hence the remit of this regulatory committee is limited to technical issues such as reference fuels and relevant developments of standards for exhaust and noise emission measurement.

The term "comitology" or "committee procedure" refers to the procedures under which the Commission executes its implementing powers conferred to it by the European Parliament and the Council, with the assistance of "comitology" committees consisting of Member State representatives. These procedures are described in the Comitology Decision 1999/468/EC. Under these procedures the Commission services submit draft implementing measures to the "comitology committees" which deliver opinions on these draft measures before the Commission adopts them.

The committees work according to three types of procedures defined in the Comitology Decision. These procedures are: the advisory, the management and the regulatory procedure. The choice of the procedure for a committee is made by the European Parliament and the Council according to the nature of the implementing powers conferred to the Commission.

The committees each adopt their own Rules of Procedure, which are based on a model, called Standard Rules of Procedure, adopted by the Commission on 31 January 2001 (published in the OJ C 38/3 of 06.02.2001, p. 3).

The committees meet at regular intervals (usually in Brussels, in the buildings of the Commission). The Commission services send invitations to the Member States authorities with the agenda items and the draft implementing measures on which the committee is requested to give an opinion. After each meeting, the Commission services produce summary records of the meeting and the voting results.

According to the Comitology Decision, the European Parliament has a "right of scrutiny" for draft implementing measures, which are based on legislation of the European Parliament and the Council adopted under the codecision procedure according to Article 251 of the EC-Treaty (which is the case for the Recreational Craft Directive). Such draft implementing measures are sent to the European Parliament. The right of scrutiny gives a one-month delay to the European Parliament to object to the measures if it deems that the Commission has exceeded its implementing powers. The Commission can adopt the measures only after expiration of this delay.

The European Parliament and the Commission have concluded a bilateral Agreement on procedures for implementing this “right of scrutiny”. On this basis, four types of documents are sent to the European Parliament:(draft) meeting agendas of comitology committees

- draft implementing measures (for instance draft legal acts to be adopted by the Commission) - summary records of meetings - summaries of voting results and lists of authorities of the Member States present in a committee meeting.	The Register of Comitology is a web-based instrument of the European Commission. It gives public access to the documents relating to the work of comitology committees that the Commission has transmitted to the European Parliament. The register can be consulted at the following website address: http://ec.europa.eu/transparency/regcomitology/registre.cfm?CL=en

I. Article 7 SAFEGUARD CLAUSE

Recreational Craft Directive

Article 7

1. Where a Member State ascertains that products falling within the scope of Article 1 and bearing the CE marking referred to in Annex IV, when correctly designed, constructed, installed where appropriate, maintained and used in accordance with their intended purpose may endanger the safety and health of persons, property or the environment, it shall take all appropriate interim measures to withdraw them from the market or prohibit or restrict their being placed on the market and/or put into service.

The Member State shall immediately inform the Commission of any such measure, indicating the reasons for its decision, in particular where non-conformity is the result of:

1.(a) failure to comply with the essential requirements referred to in Article 3;

1.(b) incorrect application of the standards referred to in Article 5, in so far as it is claimed that those standards have been applied;

1.(c) shortcomings in the standards referred to in Article 5 themselves.

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This is the safeguard clause, which enables the Member States to take provisional safeguard measures contrary to the free movement provided for in Article 4.

These safeguard measures obviously only apply to products bearing the CE marking and used in accordance with their intended purpose since any other products may, by definition, not be placed on the market or put into service.

A Member State, which invokes the safeguard clause in respect of products bearing the CE marking and used in accordance with their intended purpose, must inform the Commission, pointing out whether the risk to safety, health, goods or the environment is due to:

(a) failure to comply with the relevant essential requirements. Attention is drawn in this respect to Article 3 (Essential requirements):

"The products referred to in Article 1.(1) shall meet the essential safety, health, environmental protection and consumer protection requirements set out in Annex I";

(b) incorrect application of the standards referred to in Article 5, insofar as it is claimed that those standards have been applied: this is in particular relevant to category C craft (design category: "inshore") of 2.5 to 12 m hull length for which the declaration of compliance with the harmonised standards relating to

– stability and freeboard (essential requirement 3.2), and

– buoyancy and flotation (essential requirement 3.3),

enables the manufacturer to use module A (internal production control) and not to have to involve a third party for the conformity assessment (Article 8.2.(b)(i), first indent);

(c) shortcomings in the standards referred to in Article 5 themselves.

The procedure described in the comment relating to Article 5 has been extended precisely in order to try to avoid these shortcomings.

This first sentence of Article 7.1 has been amended to extend the safeguard clause to cover products that have been added to the scope of the Directive, i.e. personal watercraft (with regard to design and construction, exhaust and noise emissions) and propulsion engines (with regard to exhaust emissions) and recreational craft and propulsion engines (with regard to noise emissions).

Recreational Craft Directive

2. The Commission shall enter into consultation with the parties concerned as soon as possible. Where, after such consultation, the Commission finds that:

– the measures are justified, it shall immediately so inform the Member State which took the initiative and the other Member States; where the decision referred to in paragraph 1 is attributed to shortcomings in the standards, the Commission shall, after consulting the parties concerned, bring the matter before the Committee referred to in Article 6 (1) within two months, if the Member State which has taken the decision intends to maintain it, and shall initiate the procedure referred to in Article 6 (1),

– the measures are unjustified, it shall immediately so inform the Member State which took the initiative and the manufacturer or his authorised representative established in the Community.

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Paragraph 2 sets out the procedural aspects of the safeguard clause:

(a) the Commission consults the parties concerned as soon as possible, in particular through the Standing Committee provided for in Article 6(3). The Chairman, a representative from the Commission, submits to the Standing Committee a draft of the measures to be taken on which the Committee delivers its opinion.

The draft will consist:

– either of confirming the safeguard measure taken by the Member State if it is considered to be justified and thus extending it throughout the Community for a period to be agreed, or,

– requesting the Member State concerned to terminate the safeguard measure if it is considered to be unjustified, or

– adopting another solution to ensure that the Directive is applied practically in a uniform manner, the Commission being responsible for this;

(b) if the safeguard measure was attributed to shortcomings in the standards, the Commission, after consulting the Standing Committee, will also consult the Directive 83/189 Committee before informing the Member States of the possible withdrawal of the standards concerned from the list of titles of standards published in the Official Journal.

Recreational Craft Directive
3. Where a non-complying product referred to in Article 1 bears the CE marking, the appropriate measures shall be taken by the Member State which has authority over whomsoever affixed the marking; that Member State shall inform the Commission and the other Member States thereof.;

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Article 7 (3) confirms that surveillance of the market is the responsibility of the national authorities, which must take appropriate measures against any person who wrongly affixes the CE marking. The Commission is informed of this and it then informs the Member States. The purpose of the amendments introduced in Article 7.(3) is to extend the	safeguard clause to cover products that have been added to the scope of the Directive, i.e. personal watercraft (with regard to design and construction) and propulsion engines (with regard to exhaust emissions) and recreational craft fitted with inboard engines or sterndrive engines without integral exhaust , personal watercraft and outboard engines and sterndrive engines with integral exhaust (with regard to noise emissions).

Recreational Craft Directive
4. The Commission shall ensure that the Member States are kept informed of the progress and outcome of this procedure.

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Chapter II: CONFORMITY ASSESSMENT, NOTIFIED BODIES

II. Article 8 CONFORMITY ASSESSMENT

RSG Guidelines	RFU/ARFU
The Recreational Craft Directive establishes procedures applying to the assessment of compliance with the Essential requirements. These procedures comply with Council Decision No 93/465/EEC of 22 July 1993 concerning the modules for the various phases of the conformity assessment procedures and the rules for the affixing of the CE conformity marking, which are intended to be used in the technical harmonization Directives. It is to be noted, amongst other points, from this Council Decision (in Annex), that: 1. The essential objective of a conformity assessment procedure is to enable the public authorities to ensure that products placed on the market conform to the requirements as expressed in the provisions of the Directives, in particular with regard to the health and safety of users and consumers, 2. Conformity assessment can be subdivided into modules, which relate to the design phase of products and to their production phase, 3. As a general rule a product must be subject to both phases before being able to be placed on the market if the results are positive. 4. Notified bodies should be encouraged to apply the modules without unnecessary burden for the economic operators. The Commission, in cooperation with the Member States, must ensure that close cooperation is organized between the Notified Bodies in order to ensure consistent technical application of the modules, 5. Whenever Directives provide the Manufacturer with the possibility of using modules based on quality assurance techniques, the Manufacturer must also be able to have recourse to a combination of modules not using quality assurance, and vice versa, except where the compliance with the requirements laid down by the Directives requires the exclusive application of a certain procedure. 6. Whenever the NB subcontracts testing or verifies subcontracted testing, etc,..., it is the responsibility of the NB to ensure that the subcontractor has the facilities and meets the criteria for that function (Annex XIV). 7. As written in the directive for module B, “applicants shall include a written application that they have not lodged an application with any other notified body”. This declaration should be extended by a declaration that they have terminated any existing application with another NB for the same product and the same assessment module. RSG urges its members to request similar declarations from their applicants asking for conformity assessment also for other modules.	# 15 #36 # 58 # 59 # 67 #68 #73 #74 #82 #83 #91

Recreational Craft Directive
Article 8 *1. Before placing on the market, and/or putting into service, products referred to in Article 1(1) the manufacturer or his authorised representative established within the Community shall apply the procedures referred to in paragraphs 2, 3 and 4 of this Article.’*

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This introductory paragraph of Article 8 lays down the principles of conformity assessment for products covered by the Directive, and also specifies a post-construction assessment procedure for assessing the conformity of recreational craft, if neither the manufacturer nor his authorised representative fulfils the responsibilities for the product's conformity with the requirements of the Directive.

The paragraphs 2, 3 and 4 referred to specify the procedures for conformity assessment available for design and construction, exhaust emissions and noise emissions respectively. The provisions on conformity assessment of design and construction have been amended to increase the choice of conformity assessment modules that may be applied and to include personal watercraft. The table below summarises the available conformity assessment modules and the comments below give further clarification on each module.

Table 1: Available conformity assessment modules:

	Product type /Design Category	Available Modules		
Design and construction	Recreational craft	2.5m ≤ hull length <12m		12m ≤ hull length < 24m
	A / "Ocean"	Aa, B+C, B+D, B+E, B+F, G or H		B+C, B+D, B+E, B+F, G or H
	B / "Offshore"			
	C / "Inshore"	A, Aa, B+C, B+D, B+E, B+F, G or H If harmonised standard for stability and buoyancy are complied with		
		Aa, B+C, B+D, B+E, B+F, G or H If harmonised standard for stability and buoyancy are not complied with		
	D / "Sheltered Waters"	A, Aa, B+C, B+D, B+E, B+F, G or H		
	PWC	A, Aa, B+C, B+D, B+E, B+F, G or H		
	Components	B+C, B+D, B+F, G or H		
Exhaust	Recreational Marine Propulsion Engines.	B+C, B+D, B+E, B+F, G or H		
Noise		Pass-by test	Reference Boat	F_n + P/D method
	Outboard engines, Personal Watercraft and stern drive engines with integral exhaust	Aa, G or H		
	Recreational craft with inboard engines or stern drive engines without integral exhaust	Aa, G or H	A, Aa, G or H	A, Aa, G or H

The conformity assessment procedures according to the required module and in particular the affixing of the CE marking must take place prior to placing on the market and/or putting into service.

As the scope of the modules is defined in Annexes V to XII and XVI to the Directive, the following is a reminder of the characteristics of the following modules:

Module	Title	Description
A	Internal Production Control	Internal conformity assessment and production control by the manufacturer himself who draws up a written declaration of conformity containing the information given in Annex XV.
Aa	Internal Production Control plus Tests	This is module A, plus tests carried out by the manufacturer under the responsibility of the notified body, which issues an examination report.
B	EC-Type Examination	Covers EC-Type Examination; the notified body issues an EC type-examination certificate for a representative production sample which it has assessed in accordance with the Essential Requirements. This module applies only to the design phase and must be followed up by the manufacturer applying a module providing for assessment in the production phase.
C	Conformity to Type	Covers the manufacturer's declaration on the basis of conformity to type, approved by the notified body (Module B above)
D	Production Quality Assurance	Supplements Module B. Derives from Quality Assurance standard EN ISO 9002 with the notified body responsible for approving and controlling the quality system for production, final product inspection and testing set up by the manufacturer.
E	Product Quality Assurance	Supplements Module B. Derives from Quality Assurance standard EN ISO 9003 with the notified body responsible for approving and controlling the quality system for final product inspection and testing set up by the manufacturer.
F	Product Verification	Supplements Module B. Covers product verification at the production phase, with the involvement of a notified body, which controls conformity to type and issues the certificate of conformity.
G	Unit Verification	Covers unit verification of the design and production phase of each product controlled by a notified body, which issues a certificate of conformity.
H	Full Quality Assurance	Derives from the quality assurance standard EN ISO 9001 with the intervention of a notified body responsible for approving and controlling the quality system for design, production, final product inspection and testing set up by the manufacturer.

II.8.1 POST CONSTRUCTION ASSESSMENT

Recreational Craft Directive
In the case of post-construction assessment for recreational craft, if neither the manufacturer nor his authorised representative established within the Community fulfils the responsibilities for the product's conformity to this Directive, these can be assumed by any natural or legal person established within the Community who places the product on the market, and/or puts it into service, under his own responsibility. In such a case, the person who places the product on the market or puts it into service must lodge an application for a post-construction report with a notified body. The person who places the product on the market and/or puts it into service must provide the notified body with any available document and technical file referring to the first placing on the market of the product in the country of origin. The notified body shall examine the individual product and carry out calculations and other assessment to ensure its equivalent conformity with the relevant requirements of the Directive. In this case, the Builder's plate described in Annex I, 2.2 shall include the words ("Post-construction certificate"). The notified body shall draw up a report of conformity concerning the assessment carried out and shall inform the person who places the product on the market and/or puts it into service of his obligations. That person shall draw up a declaration of conformity (see Annex XV) and affix, or cause to be affixed, the CE mark accompanied by the distinguishing number of the relevant notified body on the product.

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This second part of paragraph 1 specifies the procedures for post-construction assessment of recreational craft in case the manufacturer or his authorised representative is not fulfilling the responsibilities for the product's conformity with the requirements of the Directive, a situation for which the original Directive 94/25/EC did not contain any specific provisions. The provisions of this paragraph have to be applied to all such craft that are placed on the market and/or put into service after 31 January 2005 (end of the transitional period specified in article 3 of Directive 2003/44/EC, after which the amending provisions of the Directive have to be fully applied to recreational craft), i.e. no alternative module for conformity assessment can be chosen. In this context 'post-construction assessment' refers to conformity assessment that is required for craft that are completed, and may even have been in use, prior to the assessment. Examples of such cases would be a craft built for own use and then placed on the Community market as a second hand product within 5 years after being first put into service, or a used boat from a third country being imported and hence placed on the Community market for the first time. This would also include boats manufactured in the EEA for export outside the EEA (and have not been subject to conformity assessment and CE-marking), which afterwards return to the EEA as second hand boat. It should be noted that the PCA assessment has to cover all the requirements of the Directive, including design and construction, noise and exhaust emissions. In the case of a craft that is obviously designed and intended for propulsion engine installation and/or from which the propulsion engine has been removed, The PCA can only be completed and be valid after the engine installation has been fitted and the craft/engine installation has been assessed on its compliance with the exhaust and noise emission requirements. PCA may also be required for new craft imported from third countries, which have not been designed and manufactured with a view to be placed on the Community market and for which the manufacturer has not applied the requirements of the Directive and hence not declared the craft to be in conformity with the Directive. In such cases the person who places the craft on the market and/or puts it into service must apply to a notified body to conduct the conformity assessment by examining the individual craft and its documentation. The craft must have a CE mark affixed and a Builder's plate which has on it the words 'Post-construction certificate'. Note in this respect the clarification to article 4.1 that some products may be put into service for the first time without being placed on the market. A copy of the technical file that has been submitted to the Notified Body for the PCA assessment, has to be kept by the Notified Body together with the Report of Conformity at the disposal of the market surveillance authorities for inspection purposes.

II.8.2 ASSESSMENT MODULES FOR DESIGN AND CONSTRUCTION

Recreational Craft Directive

2. With regard to design and construction of products referred to in Article 1(1)(a), the boat manufacturer or his authorised representative established in the Community shall apply the following procedures for boat design categories A, B, C and D as referred to in section 1 of Annex I.A:

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The following paragraphs list the conformity assessment modules available for assessment of the design and construction requirements for recreational craft (points 2(a), 2(b) and 2(c) below), personal watercraft (point 2(d) below) and components referred to in Annex II (point 2(e) below). The modules to be applied for conformity assessment of the exhaust and noise emission requirements are given in points 3 and 4 below. In some cases the modules applied for assessment of craft's design and construction may therefore be different from the modules applied for the craft's emission requirements.

Recreational Craft Directive

2.(a) for categories A and B:

2.(a) (i) for boats from 2,5 m to 12 m hull length: the internal production control plus tests (module Aa) referred to in Annex VI, or the EC type-examination (module B) as described in Annex VII, supplemented by conformity to type (module C) referred to in Annex VIII, or any of the following modules: B+D, or B+E, or B+F, or G or H

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The provisions have been amended to introduce the option of using assessment modules other than module Aa for recreational craft with a hull length from 2,5 m to 12 m of design category A or B. Manufacturers of such boats who wish a notified body to assess the conformity of their boat with all the design and construction requirements may apply either an EC type-examination of the boat (module B) supplemented by module C, D, E or F, or a unit verification according to module G. Alternatively, full quality assurance assessment according to module H may be applied. Note that these additional conformity assessment options are available for boats that are placed on the market and/or put into service as from 1st of January 2005, date of entry into application of the amending provisions of Directive 2003/44/EC.

Manufacturers of category A or B boats of less than 12 m hull length may continue to apply internal production control plus stability and buoyancy tests verified by a notified body (module Aa) as originally specified in Directive 94/25/EC.

Recreational Craft Directive
2.(a)(ii) for boats from 12 m to 24 m hull length: the EC type-examination (module B) referred to in Annex VII supplemented by conformity to type (module C) referred to in Annex VIII, or any of the following modules: B+D, or B+E, or B+F, or G or H;

CC Guide
The amendment to the Directive has extended the modular choice for recreational craft of design category A or B with a hull length from 12 m to 24 m by adding module B+E. Note that this additional conformity assessment module combination is available for boats placed on the market and/or put into service as from 1 January 2005 (date of entry into application of the amending provisions of Directive 2003/44/EC). The remaining choice of modules already provided for in Directive 94/25/EC has not been changed, and manufacturers may continue to apply them.

Recreational Craft Directive
2.(b) for category C: *2.(b)(i) for boats from 2,5 m to 12 m hull length:* *where the harmonised standards relating to Sections 3.2 and 3.3 of Annex I.A are complied with: the internal production control (module A), referred to in Annex V, or internal production control plus tests (module Aa) referred to in Annex VI, or the EC type-examination (module B) as described in Annex VII, supplemented by conformity to type (module C) referred to in Annex VIII, or any of the following modules: B+D, or B+E, or B+F, or G, or H,*

CC Guide
This amendment to the Directive has introduced the possibility of using assessment modules other than module A for recreational craft of design category C with a hull length of 2,5 m to 12 m that comply with the harmonised standards relating to stability and freeboard and buoyancy and flotation *as applicable to boat length and type* (***EN ISO 12217-1:2002/A1:2009*** *Stability and buoyancy – Methods of assessment and categorisation -Part 1: Non-sailing boats over 6 m* L_h, ***EN ISO 12217-2:2001*** *Stability and buoyancy – Part 2: Sailing boats over 6 m* L_h and ***EN ISO 12217-3:2002/A1:2009*** *Stability and buoyancy - Part 3: Boats up to and including 6 m* L_h*).* Manufacturers who wish a notified body's intervention in the conformity assessment of such craft, may apply for conformity assessment in accordance with module Aa (only stability and buoyancy assessed by the notified body) or for an EC type-examination of the craft (module B), in which case the conformity of a specimen craft with all the design and construction requirements are assessed by the notified body, supplemented by module C, D, E or F. Alternatively, unit verification according to module G or full quality assurance assessment according to module H may be applied. Note that these additional conformity assessment options are available for boats placed on the market and/or put into service as from 1st of January 2005 (date of entry into application of the amending provisions of Directive 2003/44/EC). Manufacturers of category C boats of 2,5 m to 12 m length that comply with the harmonised stability standards may continue to apply an internal production control (module A) as originally specified in Directive 94/25/EC.

Recreational Craft Directive
- *where the harmonised standards relating to Sections 3.2 and 3.3 of Annex I.A are not complied with: the internal production control plus tests (module Aa) referred to in Annex VI, or the EC type-examination (module B) as described in Annex VII, supplemented by conformity to type (module C) referred to in Annex VIII, or any of the following modules: B+D, or B+E, or B+F, or G, or H;*

CC Guide
This amendment to the Directive has introduced the possibility of using assessment modules other than module Aa for recreational craft of design category C with a hull length of 2,5 m to 12 m that do not comply with the harmonised standards relating to stability and freeboard and buoyancy and flotation. Boats of this type may be assessed by an EC type-examination of the craft (module B), in which case conformity of a specimen craft with all the design and construction requirements are assessed by the notified body, supplemented by module C, D, E or F. Alternatively, unit verification according to module G or full quality assurance assessment according to module H may be applied. Note that these additional conformity assessment options are available for boats placed on the market and/or put into service as from 1st of January 2005 (date of entry into application of the amending provisions of Directive 2003/44/EC). Manufacturers of category C boats of 2,5 m to 12 m length that do not comply with the harmonised stability standards may continue to apply internal production control plus stability and buoyancy tests verified by a notified body (module Aa), as originally specified in Directive 94/25/EC. Internal production control according to module A remains prohibited for craft of design category C with a hull length of 2,5 m to 12 m if they do not comply with the harmonised stability standard.

Recreational Craft Directive
2.(b)(ii) for boats from 12 m to 24 m hull length: the EC type-examination (module B) referred to in Annex VII followed by conformity to type (module C) referred to in Annex VIII, or any of the following modules: B+D, or B+E, or B+F, or G or H;

CC Guide
The amendment introduces the choice of modules B+E as a new option for recreational craft of design category C with a hull length from 12 m to 24 m. Note that this additional conformity assessment module combination is available for boats placed on the market and/or put into service as from 1 January 2005 (date of entry into application of the amending provisions of Directive 2003/44/EC). The remaining choice of modules provided for in Directive 94/25/EC has not been changed for recreational craft over 12 m hull length of design category C, and manufacturers may continue to apply them.

Recreational Craft Directive
2.(c) for category D: *for boats from 2,5 m to 24 m hull length: the internal production control (module A) referred to in Annex V, or the internal production control plus tests (module Aa) referred to in Annex VI, or the EC type-examination (module B) as described in Annex VII, supplemented by conformity to type (module C) referred to in Annex VIII, or any of the following modules: B+D, or B+E, or B+F or G or H;*

CC Guide
The amendment to the Directive has introduced the possibility of using assessment modules other than module A for boats of design category D with a hull length of 2,5 m to 24 m. Manufacturers of such craft who would prefer a notified body to assess compliance of their boats with the design and construction requirements of the Directive may apply for conformity assessment in accordance with module Aa (only stability and buoyancy assessed by notified body), or for an EC type-examination of the craft (module B) supplemented by module C, D, E or F, in which case conformity with all the design and construction requirements of a specimen craft are assessed by the notified body. Alternatively, unit verification according to module G or full quality assurance assessment according to module H may be applied. Note that these additional conformity assessment options are available for boats that are placed on the market and/or put into service as from the date of entry into application of the amending Directive 2003/44/EC (1 January 2005). Manufacturers of category D boats may continue to apply internal production control (module A) without involvement of a notified body as originally specified in Directive 94/25/EC.

Recreational Craft Directive
2.(d) for personal watercraft: *the internal production control (module A) referred to in Annex V, or the internal production control plus tests (module Aa) referred to in Annex VI, or the EC type-examination (module B) as described in Annex VII followed by conformity to type (module C) referred to in Annex VIII, or any of the following modules: B+D, or B+E, or B+F, or G or H;*

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The modules listed in (d) are available as options for conformity assessment of personal watercraft against the design and construction requirements, which exclude the exhaust and noise emission requirements. Compliance of the propulsion engine installed or intended for installation in the personal watercraft has to be demonstrated by the engine manufacturer in accordance with one of the modules specified in point 3 below, and the manufacturer of the personal watercraft has to demonstrate compliance with the noise requirements in accordance with one of the modules specified in point 4 below. Accordingly a personal watercraft manufacturer may choose to apply internal production control (module A) for the design and construction requirements, but must involve a notified body for the conformity assessment of the noise emissions of the personal watercraft, and in the case where he is also manufacturing the propulsion engine, also against the exhaust emissions, as specified in points 3 and 4 below.

If module Aa is chosen by the personal watercraft manufacturer, tests or calculations applied to demonstrate compliance with the design and construction requirements (related to stability and buoyancy) shall be carried out under the responsibility of the notified body. The notified body may accordingly witness tests and check calculations.

If module B is chosen the notified body shall conduct an EC type-examination of a specimen personal watercraft representative of the production envisaged, with respect to compliance with the design and construction requirements. This module has to be supplemented in the production stage with module C applied by the personal watercraft manufacturer, or by modules D, E or F with the involvement of the notified body that carried out the EC type-examination. A manufacturer of personal watercraft may also apply for unit verification according to module G or full quality assurance assessment in accordance with module H.

The provisions of this paragraph have to be applied to personal watercraft that are placed on the market and/or put into service after 31 December 2005 (end of the transitional period specified in article 3 of Directive 2003/44/EC, after which the amending provisions of the Directive have to be fully applied to such craft). See also comments to Article 1.1(d) above.

Recreational Craft Directive

2.(e) for components referred to in Annex II: any of the following modules: B+C, or B+D, or B+F, or G or H.

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The modular choice for conformity assessment of Annex II components has been extended with modules B+E. Note that this additional conformity assessment module combination is available for Annex II components placed on the market and/or put into service as from 1 January 2005 (date of entry into application of the amending provisions of Directive 2003/44/EC).The remaining choice of modules provided for in Directive 94/25/EC has not been changed for Annex II components, and component manufacturers may continue to apply them.

II.8.3 ASSESSMENT MODULES FOR EXHAUST EMISSIONS

Recreational Craft Directive
3. With regard to exhaust emissions: *for products referred to in Article 1(1)(b), the engine manufacturer or his authorised representative established in the Community shall apply the EC type-examination (module B) as described in Annex VII followed by conformity to type (module C) referred to in Annex VIII, or any of the following modules: B+D, or B+E, or B+F, or G or H.*

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For the assessment of compliance with the exhaust emission requirements, the engine manufacturer must request a notified body to conduct an EC type-examination of the engine specimen (module B) supplemented by modules C, D E or F, or to apply unit verification (module G), or have a full quality assurance assessment (module H). Engines that have been type-approved to Directives 97/68/EC (stage II) or 88/77/EC do not require further exhaust emission measurements under this Directive, but are subject to the provisions of Article 8.3 with regard to the conformity assessment modules to be applied. According to article 4.4, these engines may be placed on the market and /or put into service provided that the engine manufacturer or his authorised representative established in the EEA issues a declaration of conformity in which he confirms, in accordance with Annex XV.3, that the engine will meet the exhaust emission requirements of this Directive when installed in a recreational craft or personal watercraft in accordance with the engine manufacturer's supplied instructions, and that this engine may not be put into service until the recreational craft into which it is to be installed has been declared in conformity, if so required, with the relevant provisions of the Directive. (see also the comments to Article 4.4 above). For propulsion engines that are subject to a major engine modification according to the definition in Article 1.3 (d), the party responsible for the engine modification must request a notified body to conduct a unit verification of the engine according to module G. (Unless it would concern a major engine modification to an engine type certified according to module B, in which case the conformity assessment of the modified type has to be done according to module B, supplemented by module C, D, E or F assessment of the engines produced in conformity with the modified type). The provisions of article 8.3 have to be applied to: - compression engines and four stroke spark ignition engines that are placed on the market and/or put into service after 31 December 2005 (end of the transitional period specified in article 3.2.(b) of Directive 2003/44/EC, after which the amending provisions of the Directive have to be fully applied to such engines), and - two-stroke spark ignition engines that are placed on the market and/or put into service after 31 December 2006 (end of the transitional period specified in article 3.2.(c) of Directive 2003/44/EC, after which the amending provisions of the Directive have to be fully applied to such engines). See also comments to Article 1.1(d) above.

II.8.4 ASSESSMENT MODULES FOR NOISE EMISSIONS

Recreational Craft Directive
4. With regard to noise emissions: *4.(a) for products referred to in Article 1(1)(c)(i) and (ii), the boat manufacturer or his authorised representative established in the Community shall apply:* *4.(a)(i) where tests are conducted using the harmonised standard (*) for noise measurement: either internal production control plus tests (module Aa) referred to in Annex VI, or unit verification (module G) referred to in Annex XI, or full quality assurance (module H) referred to in Annex XII;* *(*) EN ISO 14509*

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Recreational craft with inboard propulsion engines, or with stern drive engines without integral exhaust, must have their noise emissions measured in accordance with the tests defined in the harmonised standard (EN ISO 14509) *Measurement of sound pressure level of airborne sound emitted by powered recreational craft*) and assessed on their conformity with the essential requirements for noise emissions as specified in Annex I.C in accordance with one of the modules described above, unless the Froude number/power displacement ratio method or the certified reference boat method (see Article 8.4.(a).(ii) and (iii) below) can be used as an alternative. The noise measurement tests must be carried out by the manufacturer, or on his behalf, under the responsibility of a notified body, and the conformity assessment shall be done by applying module Aa), module G or module H.	Recreational craft with inboard propulsion engines, or with stern drive engines without integral exhaust, which are subject to a 'major craft conversion' and subsequently placed on the Community market within 5 years following conversion must also comply with the essential requirements for noise emissions as specified in Annex I.C. When noise measurements tests in accordance with the harmonised standard are used for the conformity assessment, the party responsible for the major craft conversion must apply either module Aa, G or H for this assessment.

Recreational Craft Directive
4.(a)(ii) where the Froude number and power displacement ratio method is used for assessment: either the internal production control (module A) referred to in Annex V, or the internal production control plus tests (module Aa) referred to in Annex VI, or unit verification (module G) referred to in Annex XI, or full quality assurance (module H) referred to in Annex XII;

CC Guide	
Recreational craft with inboard propulsion engines or stern drive engines without integral exhaust that have a Froude number of ≤ 1,1 and a power to displacement ratio of < 40, and where the engine and exhaust system are installed in accordance with the engine manufacturer's specifications (see the requirements of Annex I.C, points 1.2 and 1.3) are deemed to comply with the noise emission requirements. Such craft would typically be displacement (non-planing) motor boats or sailing boats with auxiliary propulsion engines. The manufacturer of such craft may apply internal production control (module A) for the noise emission requirements by calculating the Froude number and power-displacement ratio to demonstrate that they will be below the specified limits if the engine and exhaust system are installed in accordance with the engine manufacturer's specifications. No involvement of a notified body is required for this under module A, but the calculations and details of the engine and exhaust installation must be documented by the boat manufacturer in the technical documentation (see Annex XIII points (b) and (e)).	Demonstration of conformity with the noise emission requirements using the Froude number and power displacement ratio method may also be made under module Aa (Internal production control plus tests), module G (unit verification) or module H (full quality assurance), with the involvement of a notified body verifying and certifying the Froude number and power displacement calculations as well as whether the engine and exhaust system have been installed in accordance with the manufacturer's specifications. Recreational craft with inboard propulsion engines or with stern drive engines without integral exhaust which have been subject to a 'major craft conversion' and subsequently are placed on the community market within 5 years following the conversion must also demonstrate compliance with the noise emission requirements. This may be done by applying the Froude number and power displacement method, if it is applicable for the boat type, in accordance with one of the modules described above.

Recreational Craft Directive
4.(a)(iii) where certified reference boat data, established in accordance with point (i), is used for assessment: either internal production control (module A) referred to in Annex V, or internal production control plus supplementary requirements (module Aa) referred to in Annex VI, or unit verification (module G) referred to in Annex XI, or full quality assurance (module H) referred to in Annex XII;

CC Guide	
Recreational craft with inboard propulsion engines or stern drive engines without integral exhausts which have key design parameters that are compatible with those of a certified reference boat to tolerances specified in the harmonised standard are deemed to comply with the noise emission requirements.	The boat manufacturer applying this method may demonstrate this compliance without the involvement of a notified body (module A), in which case documentation demonstrating that the key design parameters of his boat are the same or compatible with those of the certified reference boat must be prepared and provided by the craft

manufacturer in the technical documentation (see Annex XIII points (h)). Demonstration of conformity with the noise emission requirements using the Reference Boat Concept may also be made under module Aa (Internal production control plus tests), module G (unit verification) or module H (full quality assurance), with the involvement of a notified body verifying and certifying compatibility of the hull/engine combination's key design parameters with certified reference boat data within the tolerances specified in the harmonised standard.

Recreational craft with inboard propulsion engines or with stern drive engines without integral exhaust which have been subject to a 'major craft conversion' and subsequently are placed on the community market within 5 years following the conversion must also demonstrate compliance with the noise emission requirements. This may be done by applying this reference boat method, if the key design parameters of the hull/engine combination of the craft after the major conversion are the same or compatible with those of a certified reference boat, in accordance with one the modules described above.

Recreational Craft Directive

4.(b) for products referred to in Article 1(1)(c)(iii) and (iv), the personal watercraft/engine manufacturer or his authorised representative established in the Community shall apply: internal production control plus supplementary requirements referred to in Annex VI (module Aa) or module G or H.';

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For personal watercraft, outboard engines and stern drive engines with integral exhaust, noise emissions must be measured in accordance with the tests defined in the harmonised standard, ***EN ISO 14509*** *Measurement of sound pressure level of airborne sound emitted by powered recreational craft.*

The manufacturer of the personal watercraft or engine may apply either internal production control (module Aa), or unit verification (module G), or under full quality assurance assessment (module H), with the involvement of a notified body. Manufacturers of personal watercraft must therefore involve a notified body for assessment of compliance with the noise emission requirements, even if they apply internal production control for the design and construction requirements.

The provisions of article 8.4 have to be applied:

- to recreational craft with inboard engines or with stern drive engines without integral exhaust and to personal watercraft, which are placed on the market and/or put into service after 31 December 2005 (end of the transitional period specified in article 3.2.(a) of Directive 2003/44/EC, after which the relevant requirements of the amended Directive have to be applied to recreational craft and personal watercraft – see also comments to Article 1.1.(d)), and
- to four-stroke spark ignition or compression ignition outboard engines and stern drive engines with integral exhaust, which are placed on the market and/or put into service after 31 December 2005 (end of the transitional period specified in article 3.2.(b) of Directive 2003/44/EC, after which the relevant requirements of the amended Directive have to be applied to such engines – see also comments to Article 1.1.(d)), and
- to two-stroke spark ignition outboard engines and stern drive engines with integral exhaust that are placed on the market and/or put into service after 31 January 2006 (end of the transitional period specified in article 3.2.(c) of Directive 2003/44/EC, after which the relevant requirements of the amended Directive have to be applied to such engines – see also comments to Article 1.1.(d)).

II. Article 9 NOTIFIED BODIES

Recreational Craft Directive

Article 9

1. *Member States shall notify the Commission and other Member States of the bodies which they have appointed to carry out the tasks pertaining to the conformity assessment procedures referred to in Article 8 together with the specific tasks which these bodies have been appointed to carry out and the identification numbers assigned to them beforehand by the Commission.*

   The Commission shall publish a list of the notified bodies, together with the identification numbers it has allocated to them and the tasks for which they have been notified, in the Official Journal of the European Communities. It shall ensure that the list is kept up to date.

2. *Member States shall apply the criteria laid down in Annex XIV in assessing the bodies to be indicated in such notification. Bodies meeting the assessment criteria laid down in the relevant harmonised standards shall be presumed to fulfil those criteria.*

3. *A Member State shall withdraw its approval from such a body if it is established that the latter no longer satisfies the criteria referred to in Annex XIV. It shall inform the Commission and the other Member States of its action forthwith.*

CC Guide

Article 9.1 stipulates that the Member States are responsible for informing the Commission of the bodies, which they have appointed to carry out conformity assessment. The notification must indicate the specific field for which the body has been notified.

Appendix 5 provides a non-exhaustive list of Notified Bodies under the Recreational Craft Directive and the conformity assessment modules they are entitled to apply. This list was updated at time of going to press, however Member States may promote or withdraw a Notified Body at any time.

For more information on the principles of notification, the notification procedure and general responsibilities of notified bodies, see the '*Guide to the implementation of Directives based on the New Approach and the Global Approach*', referred to in the Foreword to this application guide.

Article 9.2 and 3 refer to the criteria for assessing the bodies to be notified (Annex XIV) and the possible withdrawal of approval.

Chapter III: CE MARKING

III. Article 10 CE MARKING

Recreational Craft Directive

Article 10

1. When the following products are placed on the market, they shall bear the CE marking of conformity:

1.(a) recreational craft, personal watercraft and components referred to in Annex II, which are regarded as meeting the corresponding essential requirements set out in Annex I;

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The provisions of Article 1 of Directive 94/25/EC have been amended to add personal watercraft to the list of products that must bear the CE marking in accordance with this Directive.

Recreational Craft Directive

1.(b) outboard engines which are regarded as meeting the essential requirements set out in Annex I.B and I.C.

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Outboard engines must bear the CE marking to indicate that they meet the exhaust and noise requirements of the amended Directive. Note that prior to the entry into application of this provision, outboard engines were already required to bear the CE marking in accordance with the Machinery Directive – as explained in the comments to Article 4.

Recreational Craft Directive

1.(c) stern drive engines with integral exhaust which are regarded as meeting the essential requirements set out in Annex I.B. and I.C.

CC Guide

Stern drive engines with integral exhaust must bear the CE marking to indicate that they meet the exhaust and noise emission requirements of this Directive.

Note: Inboard engines and stern drive engines without integral exhaust are not explicitly listed under Article 10.1 as being products that must be CE-marked. However, application of the conformity assessment procedures specified in Article 8.3 for demonstrating compliance of these engines with the exhaust emission requirements, entails that these type of engines need to be CE-marked as well. Indeed, each of the modular conformity assessment procedures include a requirement for the engine manufacturer to affix the CE-mark to his products, as indicated in the table below:

modules specified in Article 8.3	relevant Annex and provision requiring CE-marking
B+C	Annex VIII, point 1
B+D	Annex IX, point 1
B+E	Annex XVI, point 1
B+F	Annex X, point 2
G	Annex XI, point 1
H	Annex XII, point 1

However, according to Article 4.4, engines type-approved according to Directive 97/68/EC or Directive 88/77/EC do not need to be assessed on their conformity with the exhaust emission requirements of the Recreational Craft Directive and therefore do not need to be CE-marked for that purpose.

Recreational Craft Directive

2. The CE marking of conformity, as shown in Annex IV, must appear in a visible, legible and indelible form on the craft and the personal watercraft as in point 2.2 of Annex I.A, on components, as referred to in Annex II and/or on their packaging, and on outboard engines and stern drive engines with integral exhaust as in point 1.1 of Annex I.B.

The CE marking shall be accompanied by the identification number of the body respon-sible for implementation of the procedures set out in Annexes IX, X, XI, XII, and XVI.

CC Guide

Article 10.2 has been amended to extend the requirement for the CE-marking to be visible, legible and indelible on personal watercraft, outboard engines, and stern drive engines with integral exhaust. The requirement to have the identification number of the notified body accompanying the CE-mark has also been amended by eliminating the reference to Annex VI (module Aa) and by adding a reference to Annex XVI (module E)

CE marking symbolises conformity to all the obligations incumbent on manufacturers in respect of the product's conformity with the essential requirements of the Directive, including the relevant conformity assessment procedures (as specified in Article 8).

Recreational craft and personal watercraft must, when they are placed on the market, bear the CE marking on the builder's plate together with other information indicated in essential requirement 2.2 of Annex I.A. Also for propulsion engines, the CE-marking needs to be affixed on the product itself.

For Annex II components, the CE marking shall, as a rule, be affixed to the product or to its data plate. In addition, it can be affixed to the packaging. However it may exceptionally be moved from the component or its data plate if this rule cannot be followed. This would be justified where affixing it to the component was impossible, or not possible under reasonable technical and economical conditions, or where the minimum dimensions could not be respected, or it could not be ensured that the CE marking was visibly, legibly and indelibly affixed. In such cases, the CE marking has to be affixed to the packaging.

The identification number of the notified body must accompany the CE marking where a notified body is involved in the conformity assessment procedure during the manufacturing process (Modules D, E, F, G and H – see table below).

Conformity assessment module	Annex and provision requiring the CE-marking to be accompanied by the notified body's distinguishing number
D	Annex IX, point 1
E	Annex XVI, point 1
F	Annex X, points 4.2 and 5.4
G	Annex XI, point 2
H	Annex XII, point 1

No reference is made to Module B (Annex VII) as the involvement of the Notified Body in this conformity assessment procedure is limited to the design stages i.e. ascertaining the conformity of the specimen, representative of the production envisaged, with essential requirements.

Module B, however, is utilised in association with one of the Modules C to F in the overall Conformity Assessment Procedure. It is not explicit that the same Notified Body may be involved in both the design and production stages. It is possible that the Notified Body may not be approved to carry out both the Modules involved (ref especially QA). Thus it is the Notified Body carrying out conformity assessment in the Manufacturing Stage whose number appears or the CE marking - the CE marking being affixed after the manufacturing stage.

The identification number of a Notified Body is not required to accompany the CE-marking under Module C. In this case the manufacturer or his authorised representative is responsible to ensure conformity with the approved prototype (EC Type Examination). An involvement of the notified body under this module is only possible with regard to the assessment of conformity of engines with the exhaust emission requirements of the Directive if the engine manufacturer is not working under a relevant quality system as described in Annex XII to the Directive. In such a case a notified body may carry out product checks at random intervals. See the comments to Annex VIII, point 4.

Recreational Craft Directive

3. The affixing of markings or inscriptions on products covered by this Directive which are likely to mislead third parties with regard to the meaning or the form of the CE marking shall be prohibited. Any other markings may be affixed to products covered by this Directive and/or on their packaging provided that the visibility and legibility of the CE marking is not thereby reduced.'

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The wording of this paragraph has been amended to cover all the products added to the Directive's scope by the amending Directive 2003/44/EC.

Recreational Craft Directive

4. Without prejudice to Article 7:

4.(a) where a Member State establishes that the CE marking has been affixed wrongly, the manufacturer or his authorised representative established in the Community shall be obliged to end the infringement under conditions laid down by the Member State;

4.(b) where non-compliance continues, the Member State shall take all appropriate measures to restrict or prohibit the placing on the market of the product in question or to ensure that it is withdrawn from the market, in accordance with the procedure laid down in Article 7.

CC Guide

Paragraphs 3 and 4 refer respectively to the legibility of the marking and the responsibilities of the Member States with regard to surveillance of the market, in particular where the marking has been affixed wrongly. The measures are taken by the Member States without prejudice to the application of the safeguard clause.

The design of the CE marking is defined in Annex IV.

Chapter IV: FINAL PROVISIONS

IV. Article 11 DECISIONS

Recreational Craft Directive

Article 11

Detailed grounds shall be given for any decision taken pursuant to this Directive leading to a restriction on the marketing and putting into service of products referred to in Article 1 (1). The party concerned shall be informed of the decision as soon as possible together with the means of redress available under the laws in force in the Member State concerned and the periods within which appeals must be lodged.

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Article 11 ensures transparency with regard to any decision on marketing restrictions, for which detailed grounds must be given. Furthermore, the parties concerned must be informed of any such decision and told of the means of redress available to them.

IV. Article 12 INFORMATION

Recreational Craft Directive

Article 12

The Commission shall take the necessary measures to ensure that data affecting all pertinent decisions concerning the management of this Directive are made available.

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This article stipulates that the Commission is responsible for ensuring that data affecting decisions concerning the management of the Directive are made available. See also the comments to Article 6a.

RSG Comments - ARFU / RFU: #35

IV. Article 13 TRANSPOSITION, ENTRY INTO APPLICATION, TRANSITIONAL PERIOD

Recreational Craft Directive

Article 13

1. *Member States shall adopt and publish the laws, regulations and administrative provisions necessary to comply with this Directive not later than 16 December 1995. They shall immediately inform the Commission thereof.*

   Member States shall apply these provisions from 16 June 1996.

   The Standing Committee referred to in Article 6 (3) may assume its tasks from the date of the entry into force of this Directive. Member States may take the measures referred to in Article 9 of such date.

   When Member States adopt the provisions referred to in the first subparagraph, these shall contain a reference to this Directive or shall be accompanied by such a reference at the time of their official publication. The procedure for such reference shall be adopted by Member States.

2. *Member States shall communicate to the Commission the text of the provisions of national law which they adopt in the field governed by this Directive.*

3. *Member States shall accept the placing on the market and putting into service of products referred to in Article 1 (1) which comply with the rules in force in their territory on the date of adoption of this Directive during a period of four years from that date.*

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Article 13.1 of Directive 94/25/EC specifies the deadlines by which the Member States had to transpose the provisions of the original Directive into their national legislation (16 December 1995) and start applying them (as from 16 June 1996).

Article 13.3 specifies a 4 year transitional period, until 16 June 1998, during which the following transitional provisions applied. From 16 June 1994 until 16 June 1998 products that did not comply with the provisions of Directive 94/25/EC could be placed on the market and/or put into service in the territory of a Member State provided that these products complied with the rules that were in force in that territory on the date of entry into force of that Directive (i.e.30 June 1994). If a Member State did not have any rules in place on that date, a product could be placed on the market and/or put into service in the territory of that Member State until 16 June 1998, even if that product did not comply with the provisions of Directive 94/25/EC. After the transitional deadline no products could be placed on the market and/or put into service unless they did comply with Directive 94/25/EC.

Note that for the amending provisions of Directive 2003/44/EC and Regulation (EC) No 1882/2003 other deadlines apply (see the time table in the comments to Article 14 below).

However, for the amending provisions of Directive 2003/44/EC the same principles with regard to entry into application and transitional period for their application as described above are valid, subject to replacing the deadlines of Directive 94/25/EC by those specified in Article 3 of Directive 2003/44/EC (see comments to Article 3 of Directive 2003/44/EC).

The amending provisions of Regulation (EC) No 1882/2003 has an immediate affect as from the date of entry into force of the Regulation, as a Regulation does not need to be transposed into the national legislation of the Member States. However, these amending provisions of the Regulation do only concern procedural matters with regard to the Committee (Article 6) and have therefore no bearing on the compliance requirements for the products covered by the scope of the Directive.

IV. Article 14 ENTRY INTO FORCE

Recreational Craft Directive

Article 14

This Directive shall enter into force on the day of its publication in the Official Journal of the European Communities.

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Articles 13 and 14 set out the timetable for the introduction of the original Directive 94/25/EC.

This timetable is therefore only applicable to the original provisions of that Directive (marked with • **B** in this application guide). Note that for the amendments introduced by Directive 2003/44/EC (marked with • **M1**) and Regulation (EC) No 1882/2003 (marked with • **M2**), other timetables apply, as indicated below:

Legislation	Directive 94/25/EC (• B)	Directive 2003/44/EC (• M1)	Regulation (EC) No 1882/2003 (• M2)
Date of adoption	16.06.1994	16.06.2003	29.09.2003
Date of entry into force	30.06.1994	26.08.2003	20.11.2003
Deadline for transposition	16.12.1995	30.06.2004	directly applicable
Start date for application	16.06.1996	01.01.2005	20.11.2003
End of transitional period	15.06.1998	31.12.2005 (*)	not applicable

(*) except for two-stroke spark ignition engines, for which the transitional period ends on 31.12.2006.

SUMMARY OF THE APPLICATION OF THE DIRECTIVE

New products of the above mentioned categories intended for placing on the market or putting into service within the EEA must comply with the relevant provisions of the Directive and thus be provided with CE marking[2].

It is the date of placing on the market or putting into service in the EEA that defines which requirements apply to the product. Products placed on the market and/or put into service after the date at which the transitional period for the entry into application of the requirements ended (see table in the comments to articles 13 and 14 above), have to comply with these requirements.

A. The requirements of the Directive apply to:

1. All new craft[3], partly completed boats, Annex II components and propulsion engines placed on the EEA market

This also applies to boats that are completed from partly completed boats, from inside or outside of the EEA. In this respect it is the date of placing on the market or putting into service after completion of the boat that takes precedence and not the date of manufacture or placing on the market of the partly completed boat.

Regarding kit boats the requirements of the Directive shall apply to all kits that contain all parts necessary for completion to comply with the Directive, which are placed on the market and/or put into service after the end date of transitional period for these requirements.. Kits that do not contain all parts necessary to fulfil all the essential requirements of the Directive are considered to fall under Annex III as partly completed boats (see below).

2 NOTE THAT PARTLY COMPLETED BOATS HAVE NOT TO BE CE-MARKED PRIOR TO THEIR PLACING ON THE MARKET – SEE COMMENTS TO ARTICLE 4.2

3 IN ACCORDANCE WITH THE INTRODUCTORY NOTE TO ANNEX I.A OF THE DIRECTIVE, THE TERM "CRAFT" COVERS, FOR THE PURPOSE OF THESE COMMENTS, RECREATIONAL CRAFT AND PERSONAL WATERCRAFT. NOTE THAT PERSONAL WATERCRAFT HAVE BEEN ADDED TO THE SCOPE OF THE DIRECTIVE BY MEANS OF THE AMENDING DIRECTIVE 2003/44/EC, AND THEREFORE HAVE ONLY TO COMPLY WITH THE DIRECTIVE WHEN PLACED ON THE MARKET AND/OR PUT INTO SERVICE IN THE EEA AFTER THE END DATE OF THE TRANSITIONAL PERIOD SPECIFIED IN THAT DIRECTIVE (I.E. 31 DECEMBER 2005).

2. All craft, partly completed boats, Annex II components and propulsion engines imported from third countries and placed on the market and/or put into service in the EEA

Products of the above mentioned categories, whether new or used, , must comply with the Directive and thus be provided with CE marking(2) when placed on the EEA market, regardless of whether put into service or not.

A product imported from a third country and placed, for the first time, on the EEA market as "second hand/used product" must comply with the requirements of the Directive. For second hand/used recreational craft coming from a third country and intended for being placed on the market and/or put into service in the EEA after 31 December 2005, and which have not been assessed and certified on their compliance with the Directive have to be subject to a post-construction assessment in accordance with article 8.1 of the Directive.

3. All craft, Annex II components and propulsion engines first put into service in the EEA

All products of the above mentioned categories that are put into service for the first time in the EEA, without prior placing on the market, shall be subject to the requirements of the Directive.

Any person, natural or legal, who has bought a new or used craft in a third country and returns that craft by whatever means to the EEA and puts it there into service will have to assume the responsibility for the craft's conformity to the requirements of the Directive (unless the manufacturer of the craft would have assumed that responsibility prior to the craft's sale).

In addition, used craft coming from third countries that are put into service for the first time in the EEA also fall under the scope of the Directive, except where these craft have originally been placed on the market and/or put into service in the EEA prior to the entry into application of the Directive and subsequently exported to a third country.

4. Craft already in the EEA which are transformed into recreational craft when they were previously used for another purpose

Craft not falling within the scope of the Directive because they were originally designed and built for purposes of use other than sports and leisure but which are afterwards made available on the market and/or put into service for sports or leisure purposes are also covered by the Directive, e.g. former experimental craft, racing craft, commercial and military craft.

5. Craft built for own use that are placed on the market within five years after their first putting into service

6. Propulsion engines installed in craft that are subject to a major engine modification

Such propulsion engines have to comply with the exhaust emission requirements of the Directive .

7. Recreational craft with stern drive engines without integral exhaust or with inboard propulsion installations which are subject to a major craft conversion and subsequently placed on the market within five years following conversion

Such converted craft have to comply with the noise emission requirements of the Directive.

B. The requirements of the Directive do not apply to:

1. Craft, Annex II components and propulsion engines already placed on the market and/or put into service in the EEA before the end of the relevant transitional period specified in the Directive

The Directive does not contain any retrospective provisions and, as such, existing craft, Annex II components and propulsion engines which were placed on the market and/or put into service (in use) in the EEA prior to the end of the transitional period for the application of the requirements of Directive, do not have to comply with these requirements whatever their origin of build.

2. New craft, from third countries, destined for export outside the EEA to third countries and prototype craft that are displayed at trade fairs

Self-explanatory

3. Craft and propulsion engines designed before 1950 (wherever constructed)

These are considered to be historical craft and engines, reference is made to Article 1.2(a) (v) and Article 1.2.(b).(ii).

4. Replica craft and engines based on designs that pre-date 1950

These are considered to be historical craft and engines, reference is made to point 3 above

5. Tourist Boats

It is not the intention of the Directive to restrict the free movement of persons. Therefore, boats temporarily put into service in the EEA for reasons of tourism or passage, lie outside the scope of the Directive's requirements. For these boats local usage requirements and bylaws would be applicable.

6. Products in (customs) Transit

Placing on the market is considered not to take place where a product is not (yet) granted release for free circulation by customs, or has been placed under another customs procedure (e.g. transit, warehousing or temporary importation), or is in a free zone.[4]

C. Existing craft and engines

Queries have been raised by several Member States, industry and users relating to the status of existing craft and engines, most especially in relation to those originating from Third Countries. In amplification of the above, the following guidance is additionally provided on the question of the applicability of the Directive.

Where a craft or engine has been placed on the market and/or put into service prior to or on the end date of the relevant transitional period specified in the Directive in one of the then EEA Member States, then the requirements of the Directive do not apply if the craft or engine is brought back into the EEA after that end date. For the purposes of this section the "EEA" is considered to include not only "EEA" States but also their overseas territories and dependencies to which the Treaty applies (reference Article 299 of the Treaty).

The applicability of the Directive is not dependent on where the craft or engine was on the end date of the transitional period relevant for the product, but where it had been previously. In very broad terms, regarding used craft and engines coming from Third Countries, the Directive will only apply to such products when they have not been placed on the market and/or put into service in the EEA before the end date of the relevant transitional period.

Given the above, the requirements of the Directive may not apply if an owner is "returning an existing craft to EEA". However, the Directive's requirements would apply to a craft in the case of "the placing on the market and/or putting an existing craft into service for the first time in the EEA".

IV. Article 15 FINAL ARTICLE

Recreational Craft Directive
Article 15
This Directive is addressed to the Member States.

4 SEE COUNCIL REGULATION (EEC) NO 2913/92 ESTABLISHING THE COMMUNITY CUSTOMS CODE.

GUIDELINES 2010

for the Recreational Craft Directive 94/25/EC
as amended by Directive 2003/44/EC

PART II: ANNEX I ESSENTIAL REQUIREMENTS

Design and Construction, Exhaust Emission, Noise Emission

ANNEX I ESSENTIAL REQUIREMENTS

Recreational Craft Directive	CC Guide
PRELIMINARY OBSERVATION *For the purposes of this Annex the term "craft" shall cover recreational craft and personal watercraft.*	The preliminary observation above is added to take account of the fact that the amending Directive adds personal watercraft to the scope. The new essential requirements for exhaust and noise emissions are introduced in the amended Annex I, below. For this purpose the original Annex I of Directive 94/25/EC is renamed part A of Annex I and two new parts, B and C, are added to cover the new essential requirements for exhaust and noise emissions.

ANNEX I.A ESSENTIAL SAFETY REQUIREMENTS FOR THE DESIGN AND CONSTRUCTION OF RECREATIONAL CRAFT

Recreational Craft Directive	CC Guide
A. Essential safety requirements for the design and construction of craft.	Article 3 of the Directive (Essential requirements) requires that products referred to in Article 1(1) shall meet the essential safety, health, environmental protection and consumer protection requirements set out in Annex I.

ANNEX I: ESSENTIAL REQUIREMENTS

Relevant Standard	RSG Comments	RFU /ARFU
- none -	*- none -*	*- none -*

ANNEX I.A ESSENTIAL SAFETY REQUIREMENTS FOR THE DESIGN AND CONSTRUCTION OF RECREATIONAL CRAFT

Relevant Standard	RSG Comments	RFU /ARFU
- none -	*- none -*	*- none -*

Legal

ANNEX I.A.1 BOAT DESIGN CATEGORIES

Recreational Craft Directive	CC Guide

Design category	*Wind force (Beaufort scale)*	*Significant wave height ($H^{1}/_{3}$, metres)*
A – 'Ocean'	*exceeding 8*	*exceeding 4*
B – 'Offshore'	*up to, and including, 8*	*up to, and including, 4*
C – 'Inshore'	*up to, and including, 6*	*up to, and including, 2*
D – 'Sheltered waters'	*up to, and including, 4*	*up to, and including, 0,3*

Definitions:

A. OCEAN: Designed for extended voyages where conditions may exceed wind force 8 (Beaufort scale) and significant wave heights of 4 m and above but excluding abnormal conditions, and vessels largely self-sufficient.

B. OFFSHORE: Designed for offshore voyages where conditions up to, and including, wind force 8 and significant wave heights up to, and including, 4 m may be experienced.

C. INSHORE: Designed for voyages in coastal waters, large bays, estuaries, lakes and rivers where conditions up to, and including, wind force 6 and significant wave heights up to, and including, 2 m may be experienced.

D. SHELTERED WATERS: Designed for voyages on sheltered coastal waters, small bays, small lakes, rivers and canals when conditions up to, and including, wind force 4 and significant wave heights up to, and including, 0,3 m may be experienced, with occasional waves of 0,5 m maximum height, for example from passing vessels.

Craft in each Category must be designed and constructed to withstand these parameters in respect of stability, buoyancy, and other relevant essential requirements listed in Annex I, and to have good handling characteristics.

For Category D the upper limit for the 'significant wave height' has been lowered from 0,5 to 0,3 metres, in accordance with the amended definition for boat design category D below.

The definition for design category A has been amended to exclude abnormal conditions, such as hurricanes and tornadoes and extreme sea conditions or freak waves generated by abnormal conditions.

The definition for design category D has been amended by reducing the upper limit for the significant wave height to 0,3 m (previously 0,5 m in Directive 94/25/EC), but making allowance for occasional waves of 0,5 m maximum height that may be generated by passing vessels or other local disturbances. The description of the typical areas where such conditions may be experienced has been extended with a reference to sheltered coastal waters and small bays.

The only change introduced with this amendment is that the word "Boats" has been replaced by "Craft", whereby "craft" should be read as covering recreational craft and personal watercraft, in line with the preliminary observation introduced at the beginning of Annex I.

Notes on boat design categories

The main purpose for having Boat Design Categories has been to differentiate between the various levels of risks related to the construction of boats and to choose among the various conformity assessment modules the adequate modules for each design category, taking also into account the hull length.

The "significant wave height" is considered to be the primary factor and other parameters (e.g. meteorological) are descriptions of when these wave heights may be expected to occur.

NB:

The Design Category parameters are intended to define the physical conditions that might arise in any category for design evaluation, and should not be used to limit the geographical areas of operation due to the variety of physical conditions likely to be met in different geographical areas.

ANNEX I.A.1 BOAT DESIGN CATEGORIES

Relevant Standard	RSG Comments	RFU /ARFU
- none -	NOTE: The Design category parameters are intended to define the physical conditions that might arise in any category for design evaluation, and are not intended for limiting the use of the recreational craft in any geographical areas of operation, after it has been put into service. The physical conditions shall be determined from the maximum wind strength and wave profiles, where wave profiles are consistent with waves generated by wind blowing at the maximum stated strength for a prolonged period, subject to limits of the implied fetch and the maximum stated wave heights, and excluding abnormal factors such as sudden change in depth or tidal races. For category D, allowance should be made for waves of passing vessels up to a maximum wave height of 0,5 m. For category A, unlimited conditions apply as they reflect that a vessel engaged on a long voyage might incur any conditions and should be designed accordingly, excluding abnormal weather conditions e.g. hurricane. The last paragraph is an introduction. The assessment in respect of stability, buoyancy, handling characteristics and other relevant essential requirements are dealt with in other parts of Annex I of the Directive.	#79 #28

Legal

ANNEX I.A.1 BOAT DESIGN CATEGORIES

Recreational Craft Directive	CC Guide
- none -	The Directive does not include any navigation or usage rules and there is no link between the design categories and any such rules; taking in account the construction safety, the user is only clearly informed of what the boat was designed and built for in relation to certain parameters of significant wave heights and wind speeds. The physical conditions shall be determined from the maximum wind force and wave profiles, where wave profiles are consistent with waves generated by wind blowing at the maximum stated force for a prolonged period subject to the limits of the implied fetch and of the maximum stated wave heights, and excluding abnormal factors such as sudden change in depth or tidal races. For **Category A**, extreme conditions apply as they reflect that a vessel engaged on a long voyage might incur any conditions and should be designed accordingly, excluding abnormal weather conditions, for example hurricanes and tornadoes and extreme sea conditions or freak waves generated by abnormal conditions. For **Category D**, allowance should be made for waves of passing vessels up to a maximum wave height of 0,5 m. As the Design Categories define physical conditions that may arise in any category for design evaluation, Category D need not be considered, exclusively, as a “fresh water only” category. It is possible for a boat to be simultaneously assigned more than one design category with different maximum capacities corresponding to each design category assigned (number of persons, engine power, maximum weight), if all relevant essential requirements for each of the assigned categories are satisfied. The assigned design categories and their corresponding data concerning number of persons, engine power and maximum load, should be clearly and consistently indicated on the builder's plate, in the owner’s manual and on the relevant certificates.

ANNEX I.A.1 BOAT DESIGN CATEGORIES

Relevant Standard	RSG Comments	RFU /ARFU
- none -	*- none -*	*- none -*

ANNEX I.A.2 GENERAL REQUIREMENTS

Recreational Craft Directive	CC Guide
Products falling under Article 1(1)(a) shall comply with the essential requirements in so far as they apply to them.	The wording of the original text under section 2 has been amended to take account of the fact that the scope of application of the general requirements with regard to design and construction has been extended to personal watercraft. A number of harmonised standards the references of which have been published in the Official Journal can be used to demonstrate conformity with the Essential Requirements of the Directive in accordance with the provisions of Article 5. A list of standards harmonised under this Directive can be found in Appendix 4. See also the comments related to Article 5.

ANNEX I.A.2.1 Craft Identification

Recreational Craft Directive	CC Guide
Each craft shall be marked with an identification number including the following information: *– manufacturer's code,* *– country of manufacture,* *– unique serial number,* *– year of production,* *– model year.* *The relevant harmonised standard gives details of these requirements.*	The amendment is intended to clarify that the identification number refers to the complete craft, not just the hull. The harmonised standard, ***EN ISO 10087***:1996/A1:2000 *Hull identification - Coding system* has been amended accordingly (EN ISO 10087:2006: *Small craft – Craft identification – Coding system*) **This requirement for a craft identification number applies to recreational craft as well as to personal watercraft.** The Craft Identification Number identifies the craft and gives details of the above mentioned subjects. The two digits code for the country of manufacture refers to the original place of manufacture of the craft, not necessarily the hull, as the construction of the latter may have been subcontracted within or outside the EEA**.** The three digits code for the identification of the manufacturer is not designed to refer to the "nationality" of the person who places the boat on the market or puts it into service in the EEA. It should be noted that for a craft that has been certified in conformity with the Directive through Post Construction Assessment, the Manufacturers Identification Code in the Craft Identification Code should be the identification code of the notified body that has carried out the PCA (as in this case there is no manufacturer assuming the responsibility for the conformity of the craft).

ANNEX I.A.2 GENERAL REQUIREMENTS

Relevant Standard	RSG Comments	RFU /ARFU
Harmonized: Article 1.2 specifies that the length of a recreational craft shall be from 2,5m to 24m measured according to the appropriate harmonised standard. The harmonised standard to be used for length measurement is EN ISO 8666:2002 Principal Data.	The essential requirements listed below apply to all craft as defined in Article 1. Where harmonised standards have been adopted to demonstrate compliance with the ESR they are referenced below. For inflatable boats, rigid hull inflatable boats and PWC separate harmonised standards have been adopted to cover demonstration of compliance with all the relevant essential requirements – see Annex I.A.6 and Annex I.A.7.	- *none* -

Clauses of EN ISO 8666:2002	Corresponding clauses of RCD	Comments
All clauses	As appropriate	Defines principal boat dimensions and data
5.2.2	Article 1.3, clause (a) and (b), Article 8, clause 1, 2 , Annex I, A, clause 3.3, 3.8 Annex I, C, clause 1.3	Hull length measurement

Legal

ANNEX I.A.2.1 Craft Identification

Relevant Standard	RSG Comments	RFU /ARFU
Harmonized: EN ISO 10087:2006: Small craft - Craft identification - Coding system (ISO 10087:2006) EN ISO 10087: 2006– Small craft - Craft identification - Coding System	- *none* -	#39 #48

Clauses of EN ISO 10087: 2006	Corresponding clauses of RCD	Comments
All clauses	Annex I, A.2.1, Hull identification	Under revision

ANNEX I.A.2.2 Builder's Plate

Recreational Craft Directive	CC Guide
Each craft shall carry a permanently affixed plate mounted separately from the boat hull identification number, containing the following information: – *manufacturer's name,* – *CE marking (see Annex IV),* – *boat design category according to section 1,* – *manufacturer's maximum recommended load derived from section 3.6 excluding the weight of the contents of the fixed tanks when full,* – *number of persons recommended by the manufacturer for which the boat was designed to carry when under way.*	The requirement to state the manufacturer's maximum recommended load on the builder's plate has been amended by excluding the weight of the liquids in any fixed tanks from the weight shown on the builder's plate. This is to avoid the possibility of users accidentally overloading their craft because they thought that the weight shown for the content of tanks could be used for carry on items, luggage etc. The provisions of the harmonised standard *EN ISO 14945:2004*: *Small craft – Builder's plate* are in accordance with this amended requirement. Some craft builders may wish to add the maximum rated engine power to the builder's plate. This information is already contained in the owner's manual: such a practice is considered acceptable, provided the information in the owner's manual and on the builder's plate is fully consistent. The builder's plate normally refers to the manufacturer of the craft. However, in the case of post-construction assessment of a craft for which neither the manufacturer nor his authorised representative fulfils the responsibilities for the craft's conformity to the Directive, the person who places the craft on the market and/or puts into service is assuming these responsibilities and should mention his name as the manufacturer's name on the builder's plate. In this case the builder's plate must in addition to the information described in essential requirement I.A.2.2, also include the wording "Post-construction certificate" (See comments to Article 8.1 above). In the case of craft that are extensively modified to an extent that they can be considered "new", here again the person carrying out the modification has to assume the responsibilities for the conformity of the modified craft with the requirements of the Directive and will be considered as the manufacturer. As the re-building or modification could change the information on the original builder's plate (load capacity, number of persons and even builder's name) a new builder's plate should be provided in addition to the remaining requirements of the Directive.

ANNEX I.A.2.2 Builder's Plate

<table>
<tr><th>Relevant Standard</th><th>RSG Comments</th><th>RFU /ARFU</th></tr>
<tr>
<td>Harmonized:
EN ISO 14945:2004: Small craft — Builder's plate (ISO 14945:2004)
EN ISO 14945:2004/AC:2005 - Small craft - Builder's plate
<table>
<tr><th>Clauses of EN ISO 14945:2004/AC:2005</th><th>Corresponding clauses of RCD</th><th>Comments</th></tr>
<tr><td>All clauses</td><td>Annex I, A.2.2, Builder's Plate</td><td>A CE mark shall also be displayed (followed by the identification number of the Notified Body for modules D, E, F, G and H, other modules are excluded)</td></tr>
</table>
Note: The Harmonized standard specifies that for craft which are powered by outboard engine(s) the mass of the engine(s) shall be included, with the outboard engine symbol.
</td>
<td>The requirement to state the Manufacturer's maximum recommended load on the builder's plate excludes the weight of the liquids in any fixed tanks from the weight shown on the plate. This is to avoid the possibility of users accidentally overloading boats because they thought that the weight shown for the content of tanks could be used for carry on items, luggage etc.
In case of post construction assessment see the provisions and comments made under Article 8 of Directive 2003/44/EC.</td>
<td>- none -</td>
</tr>
</table>

Legal

ANNEX I.A.2.3 Protection from Falling Overboard and Means of Re-boarding

Recreational Craft Directive	CC Guide
Depending on the design category, craft shall be designed to minimise the risks of falling overboard and to facilitate reboarding.	The basic principle indicating that essential requirements shall be complied with, "in so far as they apply" to the craft to be certified, shall be taken into account. Therefore, as far as this essential requirement is concerned, the reduction of the possibility of falling overboard and the provision of "means of reboarding" should be considered for all craft to be certified.

ANNEX I.A.2.4 Visibility from the Main Steering Position

Recreational Craft Directive	CC Guide
For motor boats, the main steering position shall give the operator, under normal conditions of use (speed and load), good all-round visibility	*- none -*

ANNEX I.A.2.3 Protection from Falling Overboard and Means of Re-boarding

Relevant Standard	RSG Comments	RFU /ARFU
Harmonized: EN ISO 15085:2003/A1:2009 : Small craft – Man-overboard prevention and recovery (ISO 15085:2003) EN ISO 15085:2003/A1:2009 - Small craft - Man overboard prevention and recovery	*- none -*	*- none -*

Clauses of EN ISO 15085:2003/A1:2009	Corresponding clauses of RCD	Comments
All clauses	Annex I, A.2.3	Sets requirements to reduce the risk of falling overboard. The requirements vary according to Design Category and boat type. Also covers man-overboard recovery.

ANNEX I.A.2.4 Visibility from the Main Steering Position

Relevant Standard	RSG Comments	RFU /ARFU
Harmonized: EN ISO 11591:2000: Engine-driven small craft - Field of vision from helm position (ISO 11591:2000)	For motor boats, the main steering position shall give the operator, under normal conditions of use (speed and load), good all-round visibility.	*- none -*

Clauses of EN ISO 11591:2000	Corresponding clauses of RCD	Comments
All clauses	Annex I, A.2.4, Visibility from the main steering position	Sets requirements for motor boats for all-round visibility from the helmsman's position
6	Annex I, A.2.5, Owner's manual	

In this context, motor boats are boats with engines as the primary source of propulsion.

ANNEX I.A.2.5 Owner's Manual

Recreational Craft Directive	CC Guide
Each craft shall be provided with an owner's manual in the official Community language or languages which may be determined by the Member State in which it is marketed in accordance with the Treaty. This manual should draw particular attention to risks of fire and flooding and shall contain the information listed in sections 2.2, 3.6 and 4 as well as the unladen weight of the craft in kilograms.	The owner's manual is provided as guidance to the owner of the craft, most particularly on safety issues. This manual should be written in the language applicable to the EEA State onto the market of which the product is to be placed. This manual should cover risks applicable to the type of craft. Information not relevant to the craft model must be deleted to avoid confusion. The owner's manual does not have to include complete technical service information, but should contain a trouble-shooting part, for example how to change fuel filter or to get rid of air in the fuel system. Some sections of the manual may be filled in by hand, especially when related to one particular craft design.

ANNEX I.A.2.5 Owner's Manual

<table>
<tr><th>Relevant Standard</th><th>RSG Comments</th><th>RFU /ARFU</th></tr>
<tr>
<td>Harmonized:

EN ISO 10240:2004: Small craft - Owner's manual (ISO 10240:2004)

<table>
<tr><th>Clauses of
EN ISO 10240: 2004</th><th>Corresponding
clauses of RCD</th><th>Comments</th></tr>
<tr><td>All clauses</td><td>Annex I, A.2.5
Owner’s manual</td><td></td></tr>
</table>

EN ISO 10240: 2004 has been prepared to meet the Directive’s requirements for an Owner’s Manual for craft, taking into account development of the other harmonised standards which sometimes refer to information required in the Owner’s Manual.

EN ISO 11192:2005: Small craft – Graphical symbols (ISO 11192:2005)</td>
<td>Language, translation and scope of Owner’s Manual:

A procedure shall be established for the particular information, as required by the Directive, to be included in the language required in the area where the product is put on the market. Equipment manuals supplied, in addition to the Owner's Manual, are not required to be translated.

Even where a standard requires descriptions, drawings, and diagrams, the information in the Owner’s Manual may be limited to the safe operation of the craft, with due consideration for the environment. The Owner’s Manual does not have to include full technical servicing information, such as wiring diagrams, fuel piping, etc., which may be included in a document, separate from the Owner’s Manual. This technical service document need not be translated.

A generic Owner’s Manual, if relevant is acceptable. It may have provisions for filling out specific model information by hand.

The Owner's Manual may be in a language specified by the boat owner.</td>
<td># 36</td>
</tr>
</table>

Legal

ANNEX I.A.3 INTEGRITY AND STRUCTURAL REQUIREMENTS

ANNEX I.A.3.1 Structure

Recreational Craft Directive	CC Guide
The choice and combination of materials and its construction shall ensure that the craft is strong enough in all respects. Special attention shall be paid to the design category according to section 1, and the manufacturer's maximum recommended load in accordance with section 3.6.	*- none -*

ANNEX I.A.3.1 Structure

Relevant Standard	RSG Comments	RFU /ARFU
Harmonized: EN ISO 12215-1:2000: Small craft - Hull construction and scantlings – Part 1: Materials: Thermosetting resins, glass-fibre reinforcement, reference laminate (ISO 12215-1:2000) **Clauses of EN ISO 12215-1:2000** / **Corresponding clauses of RCD** / **Comments** All clauses / 3.1 of Annex I, A, Structure / The standard provides requirements for fibre reinforced plastic construction materials. EN ISO 12215-2:2002: Small craft - Hull construction and scantlings - Part 2: Materials: Core materials for sandwich construction, embedded materials (ISO 12215-2:2002) **Clauses of EN ISO 12215-2:2002** / **Corresponding clauses of RCD** / **Comments** All clauses / Annex I, A.3.1 / The standard provides requirements for core materials suitable for sandwich construction EN ISO 12215-3:2002: Small craft - Hull construction and scantlings - Part 3: Materials: Steel, aluminium alloys, wood, other materials (ISO 12215-3:2002) **Clauses of EN ISO 12215-3:2002** / **Corresponding clauses of RCD** / **Comments** All clauses / Annex I, A.3.1 / The standard provides requirements for steel, aluminium and wood construction materials	Although there may be standards or parts of standards that relate to the integrity and structure of component parts of craft, RSG has interpreted the Essential Safety Requirements as relating to the integrity and structural requirements of the hull, deck and superstructure. This includes construction and attachment of items such as keel, rudder, chain plates and other strength critical items as appropriate. To assess the structural integrity, one of the following approaches shall be considered: 1. Application of appropriate parts of EN ISO 12215, provided that the scantlings derived from draft parts of the standard are checked by one of the methods described below. Appropriate documentation shall be developed (see f .1 below). 2. The structural requirements of the hull may be assessed by other acceptable scantling determination methods that are applicable to the boat type, design category and the Manufacturer's maximum recommended load. Appropriate documentation shall be kept (see f .1 below) 3. As an alternative to acceptable scantlings determination methods or in cases where no applicable rules exist, acceptable construction calculation(s) or testing may be used. Calculations and proof of testing shall be documented (see f .2 below). 4. In particular cases and if acceptable empirical knowledge can be demonstrated as to the structural requirements of the hull, this may be used as an alternative to the previous methods outlined. This shall include relevant documentation (see f .3 below). Appropriate documentation supporting the methods used shall be developed. If applicable the following shall be included when drafting the appropriate documentation:	# 45

ANNEX I.A.3.1 Structure

Recreational Craft Directive	CC Guide
- none -	*- none -*

ANNEX I.A.3.1 Structure

Relevant Standard	RSG Comments	RFU /ARFU
EN ISO 12215-4:2002: Small craft - Hull construction and scantlings - Part 4: Workshop and manufacturing (ISO 12215-4:2002) Clauses of EN ISO 12215-4:2002 / Corresponding clauses of RCD / Comments All clauses / Annex I, A.3.1 / The standard provides requirements for workshop and manufacturing EN ISO 6185-1:2001: Inflatable boats - Part 1: Boats with a maximum motor power rating of 4,5 kW (ISO 6185-1:2001) EN ISO 6185-2:2001: Inflatable boats - Part 2: Boats with a maximum motor power rating of 4,5 kW to 15 kW inclusive (ISO 6185-2:2001) EN ISO 6185-3:2001: Inflatable boats - Part 3: Boats with a maximum motor power rating of 15 kW and greater (ISO 6185-3:2001) Not harmonized yet: EN ISO 12215 Small craft - Hull construction - Scantlings - Parts 5 to 9, under preparation and validation. Part 5: Design pressures, allowable stresses, scantling determination (under validation) Clauses of EN ISO 12215-5:2008 / Corresponding clauses of RCD / Comments Clause 1 to 9 / Annex I, A.3.1 Structure / Full method for calculating hull scantlings Clause 10 / Annex I, A.2.5 Owner's manual / Owner' Manual Annex A / Annex I, A.3.1 Structure / Graphical method for calculating hull scantlings and simple method for calculating scantlings of small sailing boats Annex B / Annex I, A.3.1 Structure / Drop test method for boats less than 6m length Annex C / Annex I, A.3.1 Structure / FRP laminate properties	1. Scantling determination method • Description of the acceptable scantling determination method used for assessment • Description of material, principle of structure and scantlings for the case • Input values for strength and stiffness of materials used • Input and output calculation results on the different structural members 2. Calculation and/or testing • Description of case • Reference to applied calculation method (loads, materials, geometry, analysis principle) • Evaluation and statement of the applicability of the method for assessment • Input and output calculation results on the different structural members • Description of test methods and their applicability for the case • Test results and their validity for assessment purposes 3. Empirical knowledge • Description of case • Description of applicability of the empirical material used for assessment • Documentation of empirical records (information of conditions of use in relation to intended design category, failures, reclamation, tests, etc.) • Documentation of transposition method used from the empirical data to actual use • Assessment of the case in relation to empirical knowledge according to method described. For structural requirements of opening appliances, see EN ISO 12216:2002 – Small Craft - Windows, port lights, hatches, deadlights and doors - Strength and tightness requirements (see Annex I.A.3.4).	- *none* -

ANNEX I.A.3.1 Structure

Recreational Craft Directive	CC Guide
- none -	*- none -*

ANNEX I.A.3.1 Structure

<table>
<tr><th>Relevant Standard</th><th>RSG Comments</th><th>RFU /ARFU</th></tr>
<tr>
<td>
<table>
<tr><th>Clauses of
EN ISO 12215-5:2008</th><th>Corresponding clauses of RCD</th><th>Comments</th></tr>
<tr><td>Annex D</td><td>Annex I, A.3.1 Structure</td><td>Sandwich laminate properties</td></tr>
<tr><td>Annex E</td><td>Annex I, A.3.1 Structure</td><td>Wood laminate properties</td></tr>
<tr><td>Annex F</td><td>Annex I, A.3.1 Structure</td><td>Metal properties</td></tr>
<tr><td>Annex G</td><td>Annex I, A.3.1 Structure</td><td>Stiffeners</td></tr>
<tr><td>Annex H</td><td>Annex I, A.3.1 Structure</td><td>Laminate stack analysis</td></tr>
</table>
Part 6: Details of design and construction (under validation)
<table>
<tr><th>Clauses of
EN ISO 12215-6:2008</th><th>Corresponding clauses of RCD</th><th>Comments</th></tr>
<tr><td>All clauses</td><td>Annex I, A.3.1</td><td>Covers structural arrangements and details</td></tr>
</table>
Part 7: Scantling determination of multihulls (under validation)

Part 8: Rudderstocks and bearings (under validation)

Part 9 Appendages and rig attachments (under validation)
</td>
<td>- none -</td>
<td>- none -</td>
</tr>
</table>

Legal

ANNEX I.A.3.2 Stability and Freeboard

Recreational Craft Directive	CC Guide
The craft shall have sufficient stability and freeboard considering its design category according to section 1 and the manufacturer's maximum recommended load according to section 3.6.	*- none -*

ANNEX I.A.3.3 Buoyancy and Flotation

Recreational Craft Directive	CC Guide
The craft shall be constructed to ensure that it has buoyancy characteristics appropriate to its design category according to section 1.1, and the manufacturer's maximum recommended load according to section 3.6. All habitable multihull craft shall be so designed as to have sufficient buoyancy to remain afloat in the inverted position. *Boats of less than six metres in length that are susceptible to swamping when used in their design category shall be provided with appropriate means of flotation in the swamped condition.*	Sections 3.2 and 3.3 of the Essential Requirements and the above mentioned harmonised standards are specially referred to in Article 8 paragraph 2.(b) (i), first indent: for boats of design category C, from 2.5 to 12 m hull length, compliance with the above mentioned harmonised standards permits the manufacturer to use the internal production control (module A) without third party intervention.

ANNEX I.A.3.2/ ANNEX I.A.3.3 Stability and Freeboard - Buoyancy and Flotation

Legal

Relevant Standard	RSG Comments	RFU /ARFU
Harmonized: EN ISO 12217-1:2002/A1:2009: Small craft – Stability and buoyancy assessment and categorisation - Part 1: Non-sailing boats of hull length greater than or equal to 6 m (ISO 12217-1:2002)	The assumption has been made that the important requirement for a personal watercraft is the ability of the user to recover from a stability incident, rather than to prevent capsizing, as defined by EN ISO 12217 Part 3 for capsize-recoverable sailing dinghies. Note that compliance with EN ISO 12217 - Stability and Buoyancy assumes compliance with EN ISO 14946:2001 - Maximum load capacity, EN ISO 11812:2001 - Watertight and quick draining cockpits and EN ISO 12216:2002 - Windows, portlights, hatches, deadlights and doors - Strength and tightness requirements, where relevant. Stability of inflatable boats and RIBs is covered by EN ISO 6185 – see Annex I.A.6.	#32 #40 #79 #88 #96

Clauses of EN ISO 12217-1:2002/A1:2009	Corresponding clauses of RCD	Comments
5, 6.1, 6.2, 6.3, 6.4, 7, Annex A, B, C, D	Annex I, A.3.2, Stability and Freeboard, Clause 3.5, Flooding, and Clauses 3.6 and 3.2, maximum load and number of persons	Design categories A, B, C and D defined in the standard are considered to correspond to design categories A, B, C and D of the Directive
6.5, Annex E, F	Annex I, A.3.3, Buoyancy and flotation.	
Annex G	Annex I, A.2.5, Owner's manual	

EN ISO 12217-2:2002: Small craft – Stability and buoyancy assessment and categorisation - Part 2: Sailing boats of hull length greater than or equal to 6 m (ISO 12217-2:2002)

Clauses of EN ISO 12217-2:2002	Corresponding clauses of RCD	Comments
5, 6, 7, 8, Annex A, B, C	Annex I, A.3.2, Stability and Freeboard, Clause 3.5, Flooding, and Clauses 3.6 and 3.2, maximum load and number of persons	Design categories A, B, C and D defined in the standard are considered to correspond to design categories A, B, C and D of the Directive
6.7, 7.6, Annex D, E	Annex I, A.3.3, Buoyancy and flotation.	
Annex F	Annex I, A.2.5, Owner's manual	

ANNEX I.A.3.2/ ANNEX I.A.3.3 Stability and Freeboard - Buoyancy and Flotation

Recreational Craft Directive	CC Guide
- none -	*- none -*

ANNEX I.A.3.2/ ANNEX I.A.3.3 Stability and Freeboard - Buoyancy and Flotation

<table>
<tr><th>Relevant Standard</th><th>RSG Comments</th><th>RFU /ARFU</th></tr>
<tr>
<td>EN ISO 12217-3:2002/A1:2009: Small craft – Stability and buoyancy assessment and categorisation - Part 3: Boats of hull length less than 6 m (ISO 12217-3:2002)
<table>
<tr><th>Clauses of EN ISO 12217-3:2002</th><th>Corresponding clauses of RCD</th><th>Comments</th></tr>
<tr><td>5, 6, 7, 8, Annex A, B, C, D</td><td>Annex I, A.3.2, Stability and Freeboard, Clause 3.5, Flooding, and Clauses 3.6 and 3.2, maximum load and number of persons</td><td>Design categories A, B C and D defined in the standard are considered to correspond to design categories A, B, C and D of the Directive</td></tr>
<tr><td>6.4, 6.5, 7.3, Annex B, C, D</td><td>Annex I, A.3.3, Buoyancy and flotation.</td><td></td></tr>
<tr><td>Annex E</td><td>Annex I, A.2.5, Owner’s manual</td><td></td></tr>
</table>
</td>
<td>The assumption has been made that the important requirement for a personal watercraft is the ability of the user to recover from a stability incident, rather than to prevent capsizing, as defined by EN ISO 12217 Part 3 for capsize-recoverable sailing dinghies.

Note that compliance with EN ISO 12217 - Stability and Buoyancy assumes compliance with EN ISO 14946:2001 - Maximum load capacity, EN ISO 11812:2001 - Watertight and quick draining cockpits and EN ISO 12216:2002 - Windows, portlights, hatches, deadlights and doors - Strength and tightness requirements, where relevant.

Stability of inflatable boats and RIBs is covered by EN ISO 6185 – see Annex I.A.6.</td>
<td>- none -</td>
</tr>
</table>

Legal

ANNEX I.A.3.4 Openings in hull, deck and superstructure

Recreational Craft Directive	CC Guide
Openings in hull, deck (s) and superstructure shall not impair the structural integrity of the craft or its weathertight integrity when closed. *Windows, portlights, doors and hatch covers shall withstand the water pressure likely to be encountered in their specific position, as well as point loads applied by the weight of persons moving on deck.* *Through hull fittings designed to allow water passage into the hull or out of the hull, below the waterline corresponding to the manufacturer's maximum recommended load according to section 3.6, shall be fitted with shutoff means which shall be readily accessible.*	The cockpit and windows, port lights and hatches may be included as possible tests, equivalent calculations or controls, in the assessment carried out by or on the responsibility of the Notified Body in the context of a module Aa conformity assessment (Annex VI), as it may be argued that the design and construction of these details are inseparable parts of the issue and therefore should also be assessed.

ANNEX I.A.3.4 Openings in hull, deck and superstructure

Relevant Standard	RSG Comments	RFU /ARFU
Harmonized: EN ISO 9093-1:1997: Small craft - Seacocks and through hull fittings – Part 1: Metallic (ISO 9093-1:1994)	*- none -*	#56

Clauses of EN ISO 9093-1:1997	Corresponding clauses of RCD	Comments
3, 4, 5, 6, 7, & 9.	Annex I, A.3.4 - Openings in hull, deck and superstructure.	ISO 9093-1 provides a standard for compliance with 'shutoff means which shall be readily accessible'.
6 & 9	Annex I, A.2.5 - Owner's Manual	Details of the correct operation of seacocks to minimise risk of flooding should be given in the Owners Manual.
5.2, 9.1 & 9.4	Annex I, A.3.1 - Structure and Annex I, A.3.4 - Openings in hull, deck and superstructure.	Clauses 5.2, 9.1 and 9.4 relate to the strength of the craft in way of through hull fittings.
3, 4, 5, 6, 7 & 9	Annex I, A.3.3 - Buoyancy and flotation and Annex I, A.3.5 - Flooding.	The design and installation of through hull fittings and seacocks should not create a risk of flooding or impair the craft's buoyancy or flotation characteristics.

EN ISO 9093-2:2002: Small craft - Seacocks and through hull fittings – Part 2: Non-metallic (ISO 9093-2:2002)

Clauses of EN ISO 9093-2:2002	Corresponding clauses of RCD	Comments
All clauses	Annex I, A.3.4 - Openings in hull Annex I, A.3.5 – Flooding	Risk of flooding from through hull fittings

ANNEX I.A.3.4 Openings in hull, deck and superstructure

Recreational Craft Directive	CC Guide
- none -	*- none -*

ANNEX I.A.3.4 Openings in hull, deck and superstructure

Relevant Standard	RSG Comments	RFU /ARFU
	- *none* -	- *none* -

Clauses of EN ISO 9093-2:2002	Corresponding clauses of RCD	Comments
10.1.1	Annex I, A.3.1 – Structure Annex I, A.3.4 – Openings in hull	Strength of hull at through hull fittings.
12	Annex I, A.2.5 - Owner's Manual	

EN ISO 12216:2002: Small craft – Windows, portlights, hatches, deadlights and doors - Strength and watertightness requirements (ISO 12216:2002)

Clauses of EN ISO 12216:2002	Corresponding clauses of RCD	Comments
3, 4.1, 5, 6, 7, 8 Annex A, B, C, D, E and F	Annex I, A.3.1, Structure and 3.4, Openings in hull, deck and superstructure - structural integrity.	Structural requirements for openings and opening appliances.
3, 4.2, 4.3, Annex A and D1	Annex I, A.3.4, Openings in hull, deck and superstructure – weathertight integrity.	Watertightness requirements for openings and opening appliances.
3.8, 6.3.7	Annex I, A.3.8, Escape - multihull escape.	Multihull escape hatch
3, 4, 5, 6 (6.3.8), Annex A, B, C, D, E and F	Annex II, 5, Components - Prefabricated hatches and portlights.	

Legal

ANNEX I.A.3.5 Flooding

Recreational Craft Directive	CC Guide
All craft shall be designed so as to minimise the risk of sinking. *Particular attention should be paid where appropriate to:* – *cockpits and wells, which should be self-draining or have other means of keeping water out of the boat interior,* – *ventilation fittings,* – *removal of water by pumps or other means.*	*- none -*

ANNEX I.A.3.5 Flooding

<table>
<tr><th>Relevant Standard</th><th>RSG Comments</th><th>RFU /ARFU</th></tr>
<tr>
<td>
Harmonized:

EN ISO 11812: 2001: Small craft - Watertight cockpits and quick-draining cockpits (ISO 11812:2001)
<table>
<tr><th>Clauses of EN ISO 11812:2001</th><th>Corresponding clauses of RCD</th><th>Comments</th></tr>
<tr><td>All Clauses</td><td>Annex I, A.3.5, Flooding - Cockpits and wells</td><td rowspan="2">Defines cockpits that are ‘quick-draining’ when required to be so by EN ISO 12217</td></tr>
<tr><td>10</td><td>Annex I, A.2.5, Owner's manual</td></tr>
</table>
EN ISO 15083:2003: Small craft – Bilge-pumping systems (ISO 15083:2003)
<table>
<tr><th>Clauses of EN ISO 15083:2003</th><th>Corresponding clauses of RCD</th><th>Comments</th></tr>
<tr><td>All clauses</td><td>Annex I, A.3.5, Flooding</td><td rowspan="2">Requirements for removal of residual water by pumps. Requirements vary with boat type, size and Design Category.</td></tr>
<tr><td>8, Annex A</td><td>Annex I, A.2.5, Owner’s manual</td></tr>
</table>
Note that the requirements of EN ISO 15083:2003 - Small craft - Bilge pumping systems, do not cover pumps intended for damage control or damage control systems. Sealed or non-water retaining volumes of a hull do not require bilge pumps.

EN 28849:1993/A1:2000: Small craft - Electrically operated bilge pumps (ISO 8849:1990) – See Annex I.A.5.3.
</td>
<td>
Cockpits and wells:

Relevant parts of the harmonised Standard:

EN ISO 11812:2001 - Small craft - Watertight and quick draining cockpits

Ventilation fittings:

Relevant harmonised standards: EN ISO 12216:2002 – Small Craft - Windows, portlights, hatches, deadlights and doors - Strength and tightness requirements and EN ISO 12217 – Small Craft - Stability - Non-sailing and sailing vessels, Parts 1 to 3

Removal of water by pumps:

Relevant parts of standards:

EN ISO 15083:2003 - Small craft - Bilge pumping systems

Note that the requirements of EN ISO 15083:2003 - Small craft - Bilge pumping systems, do not cover pumps intended for damage control or damage control systems. Sealed or non-water retaining volumes of a hull do not require bilge pumps.

EN 28849:1993/A1:2000– Small craft - Electrically operated bilge pumps (ISO 8849:1990) – See Annex I.A.5.3.
</td>
<td>- none -</td>
</tr>
</table>

ANNEX I.A.3.6 Manufacturer's maximum recommended load

Recreational Craft Directive	CC Guide
The manufacturer's maximum recommended load (fuel, water, provisions, miscellaneous equipment and people (in kilograms)) for which the boat was designed, shall be determined according to the design category (section 1), stability and freeboard (section 3.2) and buoyancy and flotation (section 3.3).	The text of this essential requirement has been amended by deleting the words ‘,as marked on the builder's plate,’ which figured after the word ‘designed’. because the weight shown on the builder’s plate will be less than the manufacturer’s maximum recommended load for boats with fixed tanks. (See the amended text of essential requirement Annex I.A.2.2 concerning the Builder’s plate, specifying that this plate shall mention the manufacturer’s maximum recommended load derived from section 3.6 excluding the weights of the contents of the fixed tanks when full.) This essential requirement governs the maximum load in relation to Design Category, stability and buoyancy and flotation. Fixed fuel and water tanks are to be assumed to be full when the recommended load is assigned and excluded from the load specified on the builder's plate. The manufacturer's maximum recommended load is to be mentioned in the Owner's manual together with the load information specified on the builder’s plate. (See essential requirement Annex I.A.2.5 on the Owner’s manual)

ANNEX I.A.1.1 Manufacturer's maximum recommended load

<table>
<tr><th>Relevant Standard</th><th>RSG Comments</th><th>RFU /ARFU</th></tr>
<tr><td>Harmonized:
EN ISO 14946:2001: Small craft - Maximum load capacity (ISO 14946:2001)
EN ISO 14946:2001/AC:2005
EN ISO 14946:2001/AC:2005 - Small craft - Maximum load capacity
<table>
<tr><th>Clauses of EN ISO 14946:2001/AC:2005</th><th>Corresponding clauses of RCD</th><th>Comments</th></tr>
<tr><td>All clauses</td><td>Annex I, A.3.6, Manufacturer's maximum recommended load.</td><td>The standard defines the items of load, including weight of persons, to be included in the Manufacturers maximum recommended load for stability and buoyancy tests.</td></tr>
</table>
Note: The maximum load shown on the Builder's Plate excludes fixed tank capacities. See also Section Annex I.A.2.2. For craft which are powered by outboard engine(s) the weight shown on the builder’s plate shall include the mass of the engine(s), and may be larger than the Manufacturer’s maximum recommended load.</td><td>- none -</td><td>#76</td></tr>
</table>

Legal

ANNEX I.A.3.7 Liferaft stowage

Recreational Craft Directive	CC Guide
All craft of categories A and B, and craft of categories C and D longer than six metres shall be provided with one or more stowage points for a liferaft (liferafts) large enough to hold the number of persons the boat was designed to carry as recommended by the manufacturer. This (these) stowage point(s) shall be readily accessible at all times.	This paragraph refers only to the need to provide a suitable point or space for a liferaft, where appropriate. It does not lay down dimensions for liferaft stowage nor does it specify that any specific fittings, brackets, lockers or tie-down points should be provided.

ANNEX I.A.3.8 Escape

Recreational Craft Directive	CC Guide
All habitable multihull craft over 12 metres long shall be provided with viable means of escape in the event of inversion. *All habitable craft shall be provided with viable means of escape in the event of fire.*	This essential requirement is linked to, but not covered by the essential requirement relating to stability (3.2), so far as inversion of habitable multihulls is concerned. Habitable craft are those boats, which contain living space designed for sleeping in and which are equipped with bunks.

ANNEX I.A.3.9 Anchoring, mooring and towing

Recreational Craft Directive	CC Guide
All craft, taking into account their design category and their characteristics shall be fitted with one or more strong points or other means capable of safely accepting anchoring, mooring and towing loads.	*- none -*

ANNEX I.A.3.7 Liferaft stowage

Relevant Standard	RSG Comments	RFU /ARFU
	RSG interprets the words stowage point(s) to mean any space or surface in or on the craft.	- *none* -

ANNEX I.A.3.8 Escape

Relevant Standard	RSG Comments	RFU /ARFU
Harmonized: EN ISO 9094-1:2003: Small craft - Fire protection – Part 1: Craft with a hull length of up to and including 15m (ISO 9094-1:2003) EN ISO 9094-2:2002: Small craft - Fire protection – Part 2: Craft with a hull length of over 15m (ISO 9094-2:2002) EN ISO 12216:2002: Small craft - Windows, portlights, hatches, deadlights and doors - Strength and watertightness requirements (ISO 12216:2002)	Each habitable area of a multihull craft shall have access to an escape hatch capable of being used in the capsized position.	#70 #87

ANNEX I.A.3.9 Anchoring, mooring and towing

Relevant Standard	RSG Comments	RFU /ARFU
Harmonized: EN ISO 15084:2003: Small craft - Anchoring, mooring and towing - Strong points (ISO 15084:2003)	- *none* -	- *none* -

Clauses of EN ISO 15084:2003	Corresponding clauses of RCD	Comments
All clauses	Annex I, A.3.9	Specifies number, position and strength of strong points for anchoring, mooring and towing

Legal

ANNEX I.A.4 HANDLING CHARACTERISTICS

Recreational Craft Directive	CC Guide
The manufacturer shall ensure that the handling characteristics of the craft are satisfactory with the most powerful engine for which the boat is designed and constructed. For all recreational marine engines, the maximum rated engine power shall be declared in the owner's manual in accordance with the harmonised standard.	The meaning of the last sentence of § 4 is to require that the owner's manual for the craft shall state the maximum rated engine power.

ANNEX I.A.4 Handling Characteristics

<table>
<tr><th>Relevant Standard</th><th>RSG Comments</th><th>RFU /ARFU</th></tr>
<tr>
<td>Harmonized:

EN ISO 8665:1995/A1:2000 Small craft – Marine propulsion engines and systems: power measurements and declarations (ISO 8665:1994)

EN ISO 11592:2001: Small craft less than 8 m length of hull – Determination of maximum propulsion power rating (ISO 11592:2001)
<table>
<tr><th>Clauses of EN ISO 11592:2001</th><th>Corresponding clauses of RCD</th><th>Comments</th></tr>
<tr><td>1, 2, 3, 4.2, 4.4, 4.5, 5, 6, 7 and Annex A</td><td>Annex I, A.4, Handling characteristics</td><td>The standard provides a method of determining maximum engine power for boats of less than 8m hull length.</td></tr>
<tr><td>Annex B</td><td>Annex I, A.2.5, Owner’s manual</td><td>A power capacity label is not required for Directive 94/25/EC, but the maximum rated engine power shall be declared in the Owner’s Manual.</td></tr>
</table>
The harmonised standard covers only motor boats below 8m length. In recognition of the need for a standard for motor boats of over 8m length covering handling when operating at or near to maximum speed, a sub-group of ISO/TC 188 has been established. Dependant on the outcome of this work, a new standard may be introduced for motor boats above 8m length. Until then the handling characteristics of a motor boat above 8m length may be assessed by acceptable methods for assessing handling characteristics that are applicable to boat type, design category and the Manufacturers recommended maximum powering and load.
</td>
<td>
Text of the first sentence of section 4 of Annex I of the Directive:

This essential requirement is considered to relate only to high speed handling characteristics of powered craft when operated at or near to maximum speed (as it refers to the characteristics with the most powerful engine). It does not apply to sailing boats and slow speed craft, but aspects of handling of all craft in rough weather are addressed in the stability standards (Annex I. 3.3, 3.4).

Text of the second sentence of section 4 of Annex I of the Directive

The Directive requires measurement of engine power according to the harmonised standard EN ISO 8665:2006. For a reference to the standard, compare to Annex I.B.4. Note that this is one of the few cases for the Recreational Craft Directive where the use of the harmonised standard is mandatory.

The Directive requires that the maximum power of all propulsion engines for recreational craft, including both inboards and outboards, shall be declared in the owner’s manual according to the harmonised standard (EN ISO 10240).
</td>
<td>- none -</td>
</tr>
</table>

ANNEX I.A.5 INSTALLATION REQUIREMENTS

ANNEX I.A.5.1 Engine and engine spaces

ANNEX I.A.5.1.1 *Inboard engine*

Recreational Craft Directive	CC Guide
All inboard mounted engines shall be placed within an enclosure separated from living quarters and installed so as to minimise the risk of fires or spread of fires as well as hazards from toxic fumes, heat, noise or vibrations in the living quarters. *Engine parts and accessories that require frequent inspection and/or servicing shall be readily accessible.* *The insulating materials inside engine spaces shall be non-combustible.*	Non-combustible material refers to materials not sustaining combustion. Materials are considered to be non-combustible if the oxygen index is at least 21 when measured in accordance with ISO 4589, part 3, as referred to in EN ISO 9094-1:2003.

ANNEX I.A.5.1.1 Inboard Engine

Relevant Standard	RSG Comments	RFU /ARFU
Harmonized: EN 28846:1993/A1:2000: Small craft – Electrical devices – Protection against ignition of surrounding flammable gases (ISO 8846:1990) EN ISO 9094-1:2003: Small craft – Fire protection – Part 1: Craft with a hull length of up to and including 15m (ISO 9094-1:2003) EN ISO 9094-2:2002: Small craft – Fire protection – Part 2: Craft with a hull length of over 15m (ISO 9094-2:2002) EN ISO 7840:2004: Small craft – Fire resistant fuel hoses (ISO7840:2004) EN ISO 10088:2009: Small craft – Permanently installed fuel systems (ISO 10088:2009) EN ISO 10133:2000: Small craft – Electrical equipment – Extra low- voltage DC installations (ISO 10133:2000) EN ISO 11105:1997: Small craft – Ventilation of petrol engines and/or petrol tank compartments (ISO 11105:1997) EN ISO 15584:2001: Small craft - -Inboard petrol engines – Engine-mounted fuel and electrical components (ISO 15584:2001)	- Text of paragraph one and two of section 5.1.1 of Annex I of the Directive: There are no specific standards for engine installation or engine compartments, but parts of other harmonised standards set requirements relevant for engine installation regarding the engine's fuel supply (EN ISO 10088 - Permanently installed fuel systems and fixed fuel tanks (actually under review), EN ISO 7840 - Fire resistant fuel hoses, EN ISO 21487:2006/AC:2009 - Permanently installed petrol and diesel fuel tanks), electrical installation (EN ISO 10133 - Electrical Equipment - Extra-low-voltage) and fire precautions (EN ISO 9094 - Fire protection). For petrol engines additional requirements apply for ventilation (EN ISO 11105 -Ventilation of compartments containing petrol engines and/or petrol fuel tanks) and ignition protection EN 28846 - Electrical devices - Protection against ignition of surrounding flammable gases). Inboard and stern drive engines are not subject to the Machinery Directive, but are referred to in the Essential Safety Requirements of the Recreational Craft Directive. The following harmonised standards apply to inboard and stern drive petrol and diesel engines when supplied by the engine Manufacturer with fitted fuel and electrical components. Corresponding document(s) (including DOCs when required for Annex II components) shall be supplied by the Manufacturer/supplier of the engine. - Text of paragraph three of section 5.1.1 of Annex I of the Directive: Materials are considered as non-combustible if the oxygen index is at least 21 when measured in accordance with ISO 4589, Part 3, as referred to in EN ISO 9094-1:2003. In addition the material shall present a non-fuel absorbent surface to the engine – See RFU #51 (design and construction only).	#50 #51 #99

Clauses of EN ISO 15584:2001	Corresponding clauses of RCD	Comments
All clauses	Annex I, A.5.1.1, Inboard engines	The standard sets requirements for fuel and electrical components mounted on inboard and stern drive petrol engines.
4.2, 5	Annex I, A.5.2.1, Fuel system	
6	Annex I, A.5.3, Electrical system	
4.1, 6	Annex II, Components, 1	

ANNEX I.A.5.1.1 Inboard Engine

Recreational Craft Directive	CC Guide
- none -	*- none -*

ANNEX I.A.5.1.1 Inboard Engine

<table>
<tr><th>Relevant Standard</th><th>RSG Comments</th><th>RFU /ARFU</th></tr>
<tr><td>EN ISO 16147:2002: Small craft – Inboard diesel engines – Engine-mounted fuel and electrical components (ISO 16147:2002)
<table>
<tr><th>Clauses of EN ISO 16147:2002</th><th>Corresponding clauses of RCD</th><th>Comments</th></tr>
<tr><td>All clauses</td><td>Annex I, A.5.1.1, Inboard engines</td><td rowspan="2">The standard sets requirements for fuel and electrical components mounted on inboard and stern drive diesel engines.</td></tr>
<tr><td>5</td><td>Annex I, A.5.2.1, Fuel system</td></tr>
<tr><td>6</td><td>Annex I, A.5.3, Electrical system</td><td></td></tr>
</table>
</td><td>- none -</td><td>#50
#51</td></tr>
</table>

Legal

ANNEX I.A.5.1.2 ***Ventilation***

Recreational Craft Directive	CC Guide
The engine compartment shall be ventilated. The dangerous ingress of water into the engine compartment through all inlets must be prevented	*- none -*

ANNEX I.A.5.1.2 Ventilation

<table>
<tr><th>Relevant Standard</th><th>RSG Comments</th><th>RFU /ARFU</th></tr>
<tr>
<td>Harmonized:

EN ISO 11105:1997: Small craft – Ventilation of petrol engine and/or petrol tank
<table>
<tr><th>Clauses of EN ISO 11105:1997</th><th>Corresponding clauses of RCD</th><th>Comments</th></tr>
<tr><td>7</td><td>2.5 of Annex I, A Owner's manual</td><td rowspan="5">Specifies requirements for ventilation of petrol engine compartments and petrol tank compartments.</td></tr>
<tr><td>5.2, 5.3, 5.4, 6.3</td><td>3.5 of Annex I, A Flooding</td></tr>
<tr><td>4, 5, 6</td><td>5.1.1 of Annex I, A Inboard engines</td></tr>
<tr><td>4, 5, 6</td><td>5.1.2 of Annex I, A Ventilation</td></tr>
<tr><td>4, 5, 6</td><td>5.2 of Annex I, A Fuel tanks</td></tr>
</table>
compartments (ISO 11105:1997)

EN ISO 12217-1:2002/A1:2009: Small craft – Stability and buoyancy assessment and categorisation –

Part 1: Non-sailing boats of hull length greater than or equal to 6 m (ISO 12217-1:2002)

EN ISO 12217-2:2002: Small craft – Stability and buoyancy assessment and categorisation –

Part 2: Sailing boats of hull length greater than or equal to 6 m (ISO 12217-2:2002)

EN ISO 12217-3:2002: Small craft – Stability and buoyancy assessment and categorisation –

Part 3: Boats of hull length less than 6 m (ISO 12217-3:2002)
</td>
<td>For diesel engines no standard is envisioned for ventilation. Adequate natural ventilation must be provided and the risk of flooding through ventilation openings must be minimised - see Annex I. A.3.3 and A.3.4.</td>
<td>#51
#55</td>
</tr>
</table>

Legal

ANNEX I.A.5.1.3 *Exposed Parts*

Recreational Craft Directive	CC Guide
Unless the engine is protected by a cover or its own enclosure, exposed moving or hot parts of the engine that could cause personal injury shall be effectively shielded.	*- none -*

ANNEX I.A.5.1.4 *Outboard engine starting*

Recreational Craft Directive	CC Guide
All boats with outboard engines shall have a device to prevent starting the engine in gear, except: *(a) when the engine produces less than 500 Newton's (N) of static thrust;* *(b) when the engine has a throttle limiting device to limit thrust to 500 N at the time of starting the engine.*	*- none -*

ANNEX I.A.5.1.3 Exposed Parts

Relevant Standard	RSG Comments	RFU /ARFU
No standard is envisioned	*- none -*	#51

ANNEX I.A.5.1.4 Outboard engine startingOutboard

Relevant Standard	RSG Comments	RFU /ARFU
Harmonized: EN ISO 11547:1995/A1:2000: Small craft – Start-in-gear protection (ISO 11547:1994)	*- none -*	#51

Clauses of EN ISO 11547:1995/A1:2000	Corresponding clauses of RCD	Comments
All clauses	Annex I, A.5.1.4, Outboard engines starting Annex II, Components, 2	Sets requirements for methods to prevent an outboard motor being started while in gear.
5	Annex I, A.2.5, Owner's manual	

This harmonised standard is relevant mainly to the outboard engine Manufacturer for application of Annex II, Components.

Legal

ANNEX I.A.5.1.5 *Personal watercraft running without driver*

Recreational Craft Directive	CC Guide
Personal watercraft shall be designed either with an automatic engine cut-off or with an automatic device to provide reduced speed, circular, forward movement when the driver dismounts deliberately or falls overboard.	This new essential requirement for personal watercraft has been introduced by the amending Directive 2003/44/EC, specifying that they have to be provided with an engine cut-off device, or a device to automatically reduce speed and to put the craft in a circular forward movement mode, to facilitate re-boarding when the driver dismounts deliberately or falls overboard when the craft is under way. Note that as for sailing dinghies that are capsizerecoverable as defined by EN ISO 12217 Part 3, the assumption has been made that the important requirement for a personal watercraft is the ability of the user to recover from a stability incident.

ANNEX I.A.5.1.5 Personal watercraft running without driver

<table>
<tr><th>Relevant Standard</th><th>RSG Comments</th><th>RFU /ARFU</th></tr>
<tr><td>(AS listed in RSG Guidelines)
EN ISO 13590:2003/AC:2004 - Small craft – Personal Watercraft – Construction and System Installation Requirements
<table>
<tr><th>Clauses of EN ISO 13590:2003/AC:2004</th><th>Corresponding clauses of RCD</th><th>Comments</th></tr>
<tr><td>12</td><td>Annex I, A.5.1.5, Personal watercraft running without driver</td><td></td></tr>
</table>
</td><td>- none -</td><td>#51</td></tr>
</table>

Legal

ANNEX I.A.5.2 Fuel system

ANNEX I.A.5.2.1 *General*

Recreational Craft Directive	CC Guide
The filling, storage, venting and fuel-supply arrangements and installations shall be designed and installed so as to minimise the risk of fire and explosion.	All fuel systems components from the fuel filling opening to the point of connection with the propulsion or auxiliary engine, such as i.e. filters, non-metallic and metallic, complying with EN ISO 10088:2009 as applicable, are presumed to comply with this essential requirement. All engine-mounted fuel and electrical components on diesel and petrol inboard-mounted engines complying with EN ISO 16147:2002 (diesel) and EN ISO 15584: 2001(petrol), are presumed to comply with this essential requirement. NB: Portable fuel tanks and their portable hoses are considered to lie outside the scope of the Directive.(See comments to Annex II, section 4)

ANNEX I.A.5.2.1 Fuel System: General

<table>
<tr><th>Relevant Standard</th><th>RSG Comments</th><th>RFU /ARFU</th></tr>
<tr>
<td>
EN ISO 7840:2004: Small craft – Fire resistant fuel hoses (ISO 7840:2004) – See Annex II.4

EN ISO 8469:1995/A1:2000: Small craft – Non-fire resistant fuel hoses (ISO 8469:1994) – See Annex II.4

EN ISO 9094-1:2003 Small craft – Fire protection – Part 1: Craft with a hull length of up to and including 15m (ISO 9094-1:2003)

EN ISO 9094-2:2002 Small craft – Fire protection – Part 2: Craft with a hull length of over 15m (ISO 9094-2:2002) – See Annex I.A.5.6.

EN ISO 10088:2009: Small craft – Permanently installed fuel systems and fuel tanks (ISO 10088:2009)
<table>
<tr><th>Clauses of EN ISO 10088:2009</th><th>Corresponding clauses of RCD</th><th>Comments</th></tr>
<tr><td>All clauses</td><td>Annex I, A.5.1.1, Inboard Engine
Annex I, A.5.2, Fuel system
Annex I, A.5.6.1 – Fire protection, General</td><td>The standard sets requirements for the installation of fuel systems and fuel tanks (excluding portable tanks).</td></tr>
<tr><td></td><td>Annex II, Components, 4</td><td>Includes some fuel tank construction requirements, also relevant for Annex II.4.</td></tr>
</table>
EN ISO 11105:1997: Small craft – Ventilation of petrol engines and/or petrol tank– See Annex I.A.5.1.2 compartments (ISO 11105:1997)

EN ISO 14895:2003: Small craft – Liquid-fuelled galley stoves (ISO 14895:2000)

EN ISO 15584:2001: Small craft - -Inboard petrol engines – Engine-mounted fuel and electrical components (ISO 15584:2001)

EN ISO 16147:2002: Small craft – Inboard diesel engines – Engine-mounted fuel and electrical components (ISO 16147:2002)
</td>
<td>
These requirements apply to on-board fuel installations and fuel components mounted on inboard engines, both main engines and auxiliary engines (see Annex I.A. 5.1).

Portable fuel tanks and their hoses are outside the scope of the Directive, i.e. will not receive any CE marking according to Annex II.
</td>
<td># 22
25
#30
55
60
#80
#100</td>
</tr>
</table>

Legal

ANNEX I.A.5.2.2 ***Fuel Tanks***

Recreational Craft Directive	CC Guide
Fuel tanks, lines and hoses shall be secured and separated or protected from any source of significant heat. The material the tanks are made of and their method of construction shall be according to their capacity and the type of fuel. All tank spaces shall be ventilated. *Petrol fuel shall be kept in tanks which do not form part of the hull and are:* *a) insulated from the engine compartment and from all other source of ignition;* *b) separated from living quarters;* *Diesel fuel may be kept in tanks that are integral with the hull.*	The amendments introduced to this essential requirement consist of replacing the references to "liquid fuel with a flash point below 55°C" and "liquid fuel with a flash point equal to or above 55°C" by a reference to "petrol fuel" and "diesel fuel" respectively. All fuel tanks shall be provided with a means of preventing over or under-pressure during filling or draining by adjoining combustion machinery. The definition of petrol fuel as having a flash point lower than 55°C and diesel fuel as having a flash point equal to or higher than 55°C is now obsolete. Petrol is defined in EN ISO 10088:2009 as hydrocarbon fuel or blends thereof which are liquid at atmospheric pressure and are used in spark ignition engines. Petrol fuel tanks can be installed in engine compartments according to EN ISO 10088:2009, as this will satisfy the requirements of point 5.2.2 (a). Annex I.A, points 5.2.1 and 5.3 also apply to fuel supply arrangements and installations on the engine.

ANNEX I.A.5.2.2 Fuel System: Fuel tanks

<table>
<tr><th>Relevant Standard</th><th>RSG Comments</th><th>RFU /ARFU</th></tr>
<tr><td>Harmonized:
EN ISO 21487:2006/AC:2009 – Small craft – Permanently installed petrol and diesel fuel tanks.
<table>
<tr><th>Clauses of EN ISO 21487:2006 /AC:2009</th><th>Corresponding clauses of RCD</th><th>Comments</th></tr>
<tr><td>All clauses</td><td>Annex I, A.5.2.2, Fuel tanks</td><td rowspan="2">The standard sets construction requirements for fuel tanks (excluding portable tanks).</td></tr>
<tr><td></td><td>Annex II, Components, 4, Fuel tanks</td></tr>
</table>
</td><td>Purpose-designed ventilation systems are only required for petrol fuel tank spaces (see EN ISO 11105:1997)</td><td>#23
#55
#100</td></tr>
</table>

Legal

ANNEX I.A.5.3 Electrical system

Recreational Craft Directive	CC Guide
Electrical systems shall be designed and installed so as to ensure proper operation of the craft under normal conditions of use and shall be such as to minimise risk of fire and electric shock. *Attention shall be paid to the provision of overload and short-circuit protection of all circuits, except engine starting circuits, supplied from batteries.* *Ventilation shall be provided to prevent the accumulation of gases, which might be emitted from batteries. Batteries shall be firmly secured and protected from ingress of water.*	In so far as electrical safety is concerned the Low Voltage Directive (LVD) remains applicable. This is Council Directive 73/23/EEC of the 19 February 1973 on the harmonisation of laws of Member States relating to electrical equipment for use within certain voltage limits (LVD), as amended by Directive 93/68/EEC (Article 13) on the affixing and use of the CE marking. Low voltage with regard to the Low Voltage Directive refers to 75 to 1500 volts DC or 50 to 1000 volts AC.

ANNEX I.A.5.3 Electrical system

<table>
<tr><th>Relevant Standard</th><th>RSG Comments</th><th>RFU /ARFU</th></tr>
<tr>
<td>
Harmonized:

EN ISO 10133:2000: Small craft – Electrical equipment – Extra-low-voltage d.c. installations (ISO 10133:2000)
<table>
<tr><th>Clauses of EN ISO 10133:2000</th><th>Corresponding clauses of RCD</th><th>Comments</th></tr>
<tr><td>4, 5, 6, 7, 8, 9, 10, 11,12</td><td>Annex I, A.5.3</td><td>The standard provides requirements for an on-board DC electrical system</td></tr>
<tr><td>12.1</td><td>Annex I, A.5.2.2 (a)</td><td>Ignition protection</td></tr>
<tr><td>7.1, 7.4</td><td>Annex I, A.5.6.1</td><td>Fire protection</td></tr>
</table>
EN ISO 13297:2000: Small craft – Electrical equipment – Alternating current installations (ISO 13297:2000)
<table>
<tr><th>Clauses of EN ISO 13297:2000</th><th>Corresponding clauses of RCD</th><th>Comments</th></tr>
<tr><td>4, 5, 6, 7, 8, 9, 10, 11,12, 13,14, Annex A, Annex B</td><td>Annex I, A.5.3</td><td>The standard provides requirements for an on-board AC electrical system</td></tr>
<tr><td>6</td><td>Annex I, A.5.2.2 (a)</td><td>Ignition protection</td></tr>
<tr><td>7.1, 7.3, Annex B</td><td>Annex I, A.5.6.1</td><td>Fire protection</td></tr>
</table>
EN ISO 28846:1993/A1:2000: Small craft – Electrical devices – Protection against ignition of surrounding flammable gases (ISO 8846:1990)

EN ISO 15584:2001: Small craft - -Inboard petrol engines – Engine-mounted fuel and electrical components (ISO 15584:2001)

EN ISO 16147:2002: Small craft – Inboard diesel engines – Engine-mounted fuel and electrical components (ISO 16147:2002)

EN 60092-507:2000: Electrical installations in ships – Part 507: Pleasure craft (This standard is applicable only to craft with three-phase electrical systems)
</td>
<td>
The requirement in 5.3 for electrical system applies to all electrical parts on the engine, which could create a spark, and also to other electrical components, which may be in the engine compartment. The harmonised standard for electrical equipment installation EN ISO 10133:2000, clause 12.1 states: "Electrical components installed in compartments which may contain explosive gases shall be ignition protected in accordance with EN 28846:1993/A1:2000 (ISO 8846:1990)". Thus it applies to all parts such but not limited to the following when installed in the engine compartment:

1 Electric fans

Relevant parts of harmonised standards:

EN ISO 9097:1994/A1:2000 Small Craft - Electric fans
<table>
<tr><th>Clauses of EN ISO 9097:1994/A1:2000</th><th>Corresponding clauses of RCD</th><th>Comments</th></tr>
<tr><td>All clauses</td><td>Annex I, A.5.1.2, Ventilation
Annex I, A.5.2.2, Fuel system</td><td rowspan="2">The standard sets requirements for construction of electric fans intended for use on recreational craft.</td></tr>
<tr><td>4.2</td><td>Annex II, Components, 1</td></tr>
<tr><td></td><td></td><td></td></tr>
</table>
</td>
<td>#55</td>
</tr>
</table>

ANNEX I.A.5.3 Electrical system

Recreational Craft Directive	CC Guide
- none -	*- none -*

ANNEX I.A.5.3 Electrical system

- none -	*2 Bilge pumps* Relevant parts of harmonised standards: EN ISO 8849:2003 Small craft - Electrically operated bilge pumps (ISO 8849:1990)	*- none -*

Clauses of EN ISO 8849:2003	Corresponding clauses of RCD	Comments
All clauses	Annex I, A.3.5, Flooding Annex I, A.5.3, Electrical system	The standard sets requirements only for design of electric bilge pumps as components, with some requirements for installation.
4.2	Annex II, Components, 1	

3 Engines

Electrical components on engines, including both main engines and auxiliary engines, are covered by the harmonised standards below – See Annex I.A.5.1.1, Inboard engines:

EN ISO 15584:2001 - Small Craft - Inboard mounted petrol engine fuel and electrical system components

EN ISO 16147:2002 - Small craft - Inboard mounted diesel engine fuel and electrical components

Legal

ANNEX I.A.5.4 Steering system

ANNEX I.A.5.4.1 *General*

Recreational Craft Directive	CC Guide
Steering systems shall be designed, constructed and installed in order to allow the transmission of steering loads under foreseeable operating conditions.	*- none -*

ANNEX I.A.5.4.1 Steering System General

Relevant Standard	RSG Comments	RFU /ARFU

Harmonized:

EN 8847:2004: Small craft – Steering gear - cable and pulley systems (ISO 8847: 2004) EN 8847:2004:/AC:2005

Clauses of EN ISO 8847:2004/AC:2005	Corresponding clauses of RCD	Comments
All clauses	Annex I, A.5.4.1 – Steering system, General Annex II, Components, 3	

EN 28848:1993/A1:2000: Small craft – Remote steering systems (ISO 8848:1990) EN ISO 10592:1995/A1:2000: Small craft – Hydraulic steering systems (ISO 10592:1994)

Clauses of EN 28848:1993/A1:2000	Corresponding clauses of RCD	Comments
All clauses	Annex I, A.5.4.1, Steering system, General Annex II, Components, 3	

EN 29775:1993/A1:2000: Small craft – –Remote steering systems for single outboard motors of 15kW to 40 kW power (ISO 9775:1990)

Clauses of EN 29775:1993/A1:2000	Corresponding clauses of RCD	Comments
All clauses	Annex I, A.5.4.1, Steering system, General Annex II, Components, 3	

EN ISO 10592:1995/A1:2000 - Small craft - Hydraulic steering gear

Clauses of EN ISO 10592:1995/A1:2000	Corresponding clauses of RCD	Comments
All clauses	Annex I, A.5.4.1, Steering system, General Annex II, Components, 3	

#45

#77

#89

ANNEX I.A.5.4.1 Steering System General

Recreational Craft Directive	CC Guide
- none -	*- none -*

ANNEX I.A.5.4.1 Steering System General

Relevant Standard	RSG Comments	RFU /ARFU
EN ISO 13929:2001: Small craft – Steering gear – Geared link systems (ISO 13929:2001)	*- none -*	*- none -*

Clauses of EN ISO 13929:2001	Corresponding clauses of RCD	Comments
All clauses	Annex I, A.5.4.1, Steering system, General	
3.1	Annex I, A.5.4.2, Emergency arrangements	Compliance with Clause A.3.1 is not required for twin-engine installations
4.5	Annex I, A.2.5, Owner's manual	
All	Annex II, Components, 3.	

EN ISO 15652:2005: Small craft – remote steering systems for inboard mini jet boats (ISO 15652:2003)

Clauses of EN ISO 15652:2005	Corresponding clauses of RCD	Comments

ANNEX I.A.5.4.2 *Emergency arrangements*

Recreational Craft Directive	CC Guide
Sailboat and single-engine inboard powered motor boats with remote-controlled rudder steering systems shall be provided with emergency means of steering the craft at reduced speed.	In case of failure of the remote control system for the rudder steering, the emergency means of steering should enable a manual control of the rudder, e.g. by means of an emergency tiller or similar equipment.

ANNEX I.A.5.4.2 Emergency arrangements

Relevant Standard	RSG Comments	RFU /ARFU
No standard is envisioned	*- none -*	#45 #71

Legal

ANNEX I.A.5.5 Gas system

Recreational Craft Directive	CC Guide
Gas systems for domestic use shall be of the vapour-withdrawal type and shall be designed and installed so as to avoid leaks and the risk of explosion and be capable of being tested for leaks. Materials and components shall be suitable for the specific gas used to withstand the stresses and exposures found in the marine environment. *Each appliance shall be equipped with a flame failure device effective on all burners. Each gas-consuming appliance must be supplied by a separate branch of the distribution system, and each appliance must be controlled by a separate closing device. Adequate ventilation must be provided to prevent hazards from leaks and products of combustion.* *All craft with a permanently installed gas system shall be fitted with an enclosure to contain all gas cylinders. The enclosure shall be separated from the living quarters, accessible only from the outside and ventilated to the outside so that any escaping gas drains overboard. Any permanent gas system shall be tested after installation.*	*- none -*

ANNEX I.A.5.5 Gas system

<table>
<tr><th>Relevant Standard</th><th>RSG Comments</th><th>RFU /ARFU</th></tr>
<tr><td>Harmonized:
EN ISO 10239:2000: Small craft – Liquefied petroleum gas (LPG) systems (ISO 10239:2000)
<table>
<tr><th>Clauses of EN ISO 10239:2000/AC:2002</th><th>Corresponding clauses of RCD</th><th>Comments</th></tr>
<tr><td></td><td>5.5 of Annex I, A, Gas system</td><td rowspan="3">The standard sets requirements for an on-board gas installation</td></tr>
<tr><td>4.2</td><td>Gas systems for domestic use shall be ‘vapour-withdrawal’ type</td></tr>
<tr><td>4, 5, 6, 7, 8, 11</td><td>Designed and installed to avoid leaks and risk of explosion</td></tr>
<tr><td>10</td><td>Capable of being tested for leaks</td><td></td></tr>
<tr><td>4.1, 5.6, 5.7, 6.2.1, 6.4, 6.5.1, 6.5.4, 7.1</td><td>Materials and components to withstand marine environment</td><td></td></tr>
<tr><td>7.3</td><td>Flame failure device on all burners</td><td></td></tr>
<tr><td>6.6</td><td>Each appliance to have separate branch of distribution system and each appliance to have separate closing system</td><td></td></tr>
<tr><td>8</td><td>Adequate ventilation to prevent hazard from leaks</td><td></td></tr>
<tr><td>7.6, 9 (Annex A), 13</td><td>Adequate ventilation to prevent hazards from products of combustion</td><td></td></tr>
<tr><td>8.2, 8.3</td><td>An enclosure shall contain all gas cylinders permanently installed. Enclosure shall be:
(i) separated from living quarters;
(ii) accessible only from the outside;
(iii) ventilated only to outside.</td><td></td></tr>
<tr><td>10</td><td>Gas systems shall be tested after installation</td><td></td></tr>
<tr><td>7.7, 7.9, 11</td><td>5.6.1 of Annex I, A, Fire protection Installation shall take account of risk of fire from open flame devices</td><td></td></tr>
<tr><td>12 (Annex C)</td><td>2.5 of Annex I, A, Owner’s manual</td><td></td></tr>
</table>
</td><td>Semi fixed systems based on portable devices is considered as permanently installed.</td><td>- none -</td></tr>
</table>

Legal

ANNEX I.A.5.6 Fire Protection

ANNEX I.A.5.6.1 *General*

Recreational Craft Directive	CC Guide
The type of equipment installed and the layout of the craft shall take account of the risk and spread of fire. Special attention shall be paid to the surroundings of open flame devices, hot areas or engines and auxiliary machines, oil and fuel overflows, uncovered oil and fuel pipes and avoiding electrical wiring above hot areas of machines.	*- none -*

ANNEX I.A.5.6.1 Fire Protection General

Relevant Standard	RSG Comments	RFU /ARFU
- none -	*- none -*	*- none -*

ANNEX I.A.5.6.2 ***Fire-fighting equipment***

Recreational Craft Directive	CC Guide
Craft shall be supplied with fire-fighting equipment appropriate to the fire hazard, or the position and capacity of fire fighting equipment appropriate to the fire hazard shall be indicated. The craft shall not be put into service until the appropriate fire fighting equipment is in place. Petrol engine enclosures shall be protected by a fire extinguishing system that avoids the need to open the enclosure in the event of fire. Where fitted, portable fire extinguishers shall be readily accessible and one shall be so positioned that it can easily be reached from the main steering position of the craft.	The amended essential requirement provides that in case craft are not supplied with firefighting equipment, the position and capacity of fire-fighting equipment appropriate to the fire hazard has to be indicated. It is further specified that when this option is applied the craft shall not be put into service until the appropriate fire-fighting equipment is in place. This amendment takes into account that due to differing national regulations regarding firefighting equipment, only the requirement for designating the position for and the capacity of the fire-fighting equipment can be harmonised.

ANNEX I.A.5.6.2 Fire-fighting Equipment

<table>
<tr><th>Relevant Standard</th><th>RSG Comments</th><th>RFU /ARFU</th></tr>
<tr><td>Harmonized:

EN ISO 9094-1:2003: Small craft – Fire protection – Part 1: Craft with a hull length of up to and including 15m (ISO 9094-1:2003)
<table>
<tr><th>Clauses of EN ISO 9094-1:2003</th><th>Corresponding clauses of RCD</th><th>Comments</th></tr>
<tr><td>4.2</td><td>Annex I, A.3.8 – Escape</td><td>Requirements for escape routes and openings</td></tr>
<tr><td>4.4.1</td><td>Annex I, A.5.1.1 – Inboard engine</td><td>Engine space insulating materials (see also Annex I.5.1.1)</td></tr>
<tr><td>3, 4, 5, 6, 7, 8, 9, Annex A</td><td>Annex I, A.5.6.1 - Fire protection, general</td><td>General requirements for fire protection</td></tr>
<tr><td>5,6,7,9</td><td>Annex I, A.5.6.2 – Fire-fighting equipment</td><td>Requirements for fire-fighting equipment</td></tr>
<tr><td>10, Annex B</td><td>Annex I, A.2.5 - Owner's Manual</td><td></td></tr>
</table>
EN ISO 9094-2:2002 Small craft – Fire protection – Part 2: Craft with a hull length of over 15m (ISO 9094-2:2002)
<table>
<tr><th>Clauses of EN ISO 9094-2</th><th>Corresponding clauses of RCD</th><th>Comments</th></tr>
<tr><td>4.2, 4.3</td><td>Annex I, A.3.8 – Escape</td><td>Requirements for escape routes and openings</td></tr>
<tr><td>4.5.2</td><td>Annex I, A.5.1.1 – Inboard engine</td><td>Engine space insulating materials (see also Annex I.5.1.1)</td></tr>
<tr><td>3, 4, 5, 6, 7, 8, 9, Annex A</td><td>Annex I, A.5.6.1 - Fire protection, general</td><td>General requirements for fire protection</td></tr>
<tr><td>5,6,7,9</td><td>Annex I, A.5.6.2 – Fire-fighting equipment</td><td>Requirements for fire-fighting equipment</td></tr>
<tr><td>10, Annex B</td><td>Annex I, A.2.5 - Owner's Manual</td><td></td></tr>
</table>
</td><td>Craft meet the RCD with the position and capacity of fire extinguisher(s) indicated (labeled), but can not be put into service and operation until they are in place.</td><td>#61</td></tr>
</table>

ANNEX I.A.5.7 Navigation Lights

Recreational Craft Directive	CC Guide
Where navigation lights are fitted, they shall comply with the 1972 COLREG or CEVNI regulations, as appropriate.	Navigation Lights have to comply with the 1972 COLREG or CEVNI Rules. Rule 1b of 1972 COLREG, however, allows different national requirements for local use. Moreover, COLREG 1972, Annex I, point 13 specifies that the construction of light and shapes and the installation on board the vessel shall be to the satisfaction of the appropriate authority of the State whose flag the vessel is entitled to fly.

ANNEX I.A.5.8 Discharge prevention and installation facilitating the delivery ashore of waste

Recreational Craft Directive	CC Guide
Craft shall be constructed so as to prevent the accidental discharge of pollutants (oil, fuel, etc.) overboard. *Craft fitted with toilets shall have either:* *(a) holding tanks, or* *(b) provision to fit holding tanks.* *Craft with permanently installed holding tanks shall be fitted with a standard discharge connection to enable pipes of reception facilities to be connected with the craft discharge pipeline.* *In addition, any through-the-hull pipes for human waste shall be fitted with valves which are capable of being secured in the closed position.*	The amendment to essential requirement 5.8.(b) above deletes the reference to fitting holding tanks “on a temporary basis in areas of use where the discharge of human waste is restricted”. This means that irrespective of whether the area of use is an area where the discharge of human waste is restricted, craft with toilets shall always have a provision to fit holding tanks if no such tanks are fitted. The amended requirement may be met by providing any suitable space for fitting holding tanks. This space need not be maintained solely for the purpose of fitting a holding tank, but can be any space that could be adapted if needed. The amendment also adds a requirement for craft with permanently installed holding tanks to be fitted with a standard outlet connection to enable discharge via a standard on-shore reception facility. The relevant harmonised standard EN ISO 8099:2000 Toilet waste retention systems provides details of standard discharge connections. The amendment also changes the requirement that the valves to be fitted in any through-thehull piping for human waste should be “capable of being sealed shut” into “capable of being secured in the closed position”. This amendment has been made to make it clear that the requirement can be met by securing the valve opening/closing device in the closed position, for example by securing a seacock lever arm in the closed position mechanically by a bolt, wire etc.

ANNEX I.A.5.7 Navigation Lights

Relevant Standard	RSG Comments	RFU /ARFU
- none -	Relevant regulations: 1972 COLREGS or CEVNI as amended. See also RFU #27 (design and construction only)	#27

ANNEX I.A.5.8 Discharge prevention and installation facilitating the delivery ashore of waste

<table>
<tr><th>Relevant Standard</th><th>RSG Comments</th><th>RFU /ARFU</th></tr>
<tr>
<td>Harmonized:

EN ISO 8099:2000: Small craft – Waste water retention and treatment – Toilet waste retention systems (ISO 8099:2000)
<table>
<tr><th>Clauses of EN ISO 8099:2000</th><th>Corresponding clauses of RCD</th><th>Comments</th></tr>
<tr><td>All clauses</td><td>Annex I, A.5.8, Discharge prevention</td><td rowspan="2">The standard sets requirements for on-board toilet systems and holding tanks</td></tr>
<tr><td>12</td><td>Annex I, A.2.5, Owner's manual</td></tr>
</table>
</td>
<td>Craft with toilets shall always have a provision to fit holding tanks if no such tanks are fitted. The requirement may be met by providing any suitable space for fitting holding tanks. This space need not be maintained solely for the purpose of fitting a holding tank, but can be any space that could be adapted if needed.

“Capable of being secured in the closed position” can be met by securing the valve opening/closing device in the closed position, for example by securing a seacock lever arm in the closed position mechanically by a bolt, wire etc.

Note that EN ISO 8099 does not include requirements relating to accidental discharge overboard of pollutants such as fuel and oil.</td>
<td>- none -</td>
</tr>
</table>

Legal

ANNEX I.A.6 INFLATABLE BOATS AND RIBS

Recreational Craft Directive	CC Guide
Article 1.3 *3. For the purposes of this Directive the following definitions shall apply:* *(a) "recreational craft": any boat of any type intended for sports and leisure purposes of hull length from 2,5 m to 24 m, measured according to the harmonised standard, regardless of the means of propulsion; the fact that the same boat could be used for charter or for recreational boating training shall not prevent it being covered by this Directive when it is placed on the Community market for recreational purposes;*	Any reference to 'recreational craft' in this Directive is intended to include all craft covered by the above definition unless they are excluded by Article 2.1 and except for personal watercraft (see point 3(b)[5] below). **Article 1.3(a)** defines the types of recreational craft covered. These boats are defined, not by their type or means of propulsion, but: – by their hull length of 2.5 to 24 m, and, in particular, – by their intended use for sports and leisure purposes. It is specified that chartered, i.e. hired, recreational craft are covered by the Directive, as are recreational craft used for recreational boating training. In both cases, the activity is not a commercial passenger transport activity but one for sports or leisure purposes, even if thecraft is hired with crew. The relevant harmonised standard is EN ISO 8666:2002 Small craft – Principal data. The use of this harmonised standard is compulsory for measuring the craft's hull length.

5 ARTICLE 1.3(B)

ANNEX I.A.6 INFLATABLE BOATS AND RIBS

Relevant Standard	RSG Comments	RFU /ARFU
All the relevant essential requirements, including the stability and buoyancy requirements, for inflatable boats and rigid hull inflatable boats are covered by one harmonised standard. EN ISO 6185 Small craft - Inflatable boats Part 1:2001 Boats with a motor maximum power rating of 4,5 Kw	*- none -*	*- none -*

Clauses of EN ISO 6185-1:2001	Corresponding clauses of the Directive Annex I, A		Comments
	1.	Boat design categories	Part 1 Inflatable boats shall be assigned to Boat Design Category D only
8	2.2	Builder's plate	The Builder's Plate must also include the CE mark and Boat Design Category. It is not a requirement of the Directive to show maximum engine power on the Builder's Plate, but this must be given in Owner's Manual
6.7	2.3	Means of reboarding	
6.11	2.4	Visibility for steering	
9	2.5	Owner's manual	Maximum engine power must be included in Owner's Manual
4, 5.1, 5.2, 5.4, 5.5, 5.6, 5.12, 6.5, 6.6, 7, B.2	3.1	Structure	

ANNEX I.A.6 INFLATABLE BOATS AND RIBS

Recreational Craft Directive	CC Guide
- none -	*- none -*

ANNEX I.A.6 INFLATABLE BOATS AND RIBS

Relevant Standard	RSG Comments	RFU /ARFU
see below	*- none -*	*- none -*

Clauses of EN ISO 6185-1:2001	Corresponding clauses of the Directive Annex I, A		Comments
6.3	3.2	Stability and freeboard	
3, 6.8, 6.10	3.3	Buoyancy and flotation	
5.7	3.4	Openings in hull	
5.7, 7.5	3.5	Flooding	
6.1, 6.4	3.6	Manufacturer's maximum load	
5.11, 7.3	3.9	Anchoring, towing	
6.2, 6.9, 7.1, 7.2, B.4	4.	Handling characteristics	
5.8, 5.9	5.4	Steering system	

EN ISO 6185 Small craft - Inflatable boats
Part 2:2001 Boats with a motor power rating of 4,5 kW to 15 kW inclusive

Clauses of EN ISO 6185-2:2001	Corresponding clauses of RCD	Comments
	1. Boat design categories	Boats may be assigned to Boat Design Category C if they are required by clause 7.1 to be tested in a significant wave height of 600mm. Other Part 2 boats shall be assigned Category D
6.7	2.3 Means of reboarding	

Legal

ANNEX I.A.6 INFLATABLE BOATS AND RIBS

Recreational Craft Directive	CC Guide
- none -	*- none -*

ANNEX I.A.6 INFLATABLE BOATS AND RIBS

Relevant Standard	RSG Comments	RFU /ARFU
see table below	*- none -*	*- none -*

Clauses of EN ISO 6185-2:2001	Corresponding clauses of RCD	Comments
6.11	2.4 Visibility for steering	
9	2.5 Owner's manual	Maximum engine power must be included in Owner's Manual
4, 5.1, 5.2, 5.4, 5.5, 5.6, 5.12, 6.5, 6.6, 7, A.2	3.1 Structure	
6.3	3.2 Stability and freeboard	
3, 6.8, 6.10	3.3 Buoyancy and flotation	
5.7	3.4 Openings in hull	
5.7, 7.6	3.5 Flooding	
6.1, 6.4	3.6 Manufacturer's maximum load	
5.11, 7.3	3.9 Anchoring, towing	
6.2, 6.9, 7.1, 7.3, A.4	4. Handling characteristics	
5.8, 5.9	5.4 Steering system	

Legal

ANNEX I.A.6 INFLATABLE BOATS AND RIBS

Recreational Craft Directive	CC Guide
- none -	*- none -*

ANNEX I.A.6 INFLATABLE BOATS AND RIBS

Relevant Standard	RSG Comments	RFU /ARFU
EN ISO 6185 Small craft - Inflatable boats Part 3:2001 Boats with a motor power rating of 15 kW and greater	*- none -*	*- none -*

Clauses of EN ISO 6185-3:2001	Corresponding clauses of the RCD	Comments
	1. Boat design categories	Boats of Type 8, Offshore, may be assigned to Boat Design Category B. Other Part 3 boats shall be Category C or D
8	2.2 Builder's plate	The Builder's Plate must also include the CE mark and Boat Design Category. It is not a requirement of the Directive to show maximum engine power on the Builder's Plate, but this must be given in Owner's Manual
6.7	2.3 Means of reboarding	
6.11	2.4 Visibility for steering	
9	2.5 Owner's manual	Maximum engine power must be included in Owner's Manual
4, 5.1, 5.2, 5.4, 5.5, 5.6, 5.11, 6.5, 6.6, 7	3.1 Structure	
6.3	3.2 Stability and freeboard	Note: Some versions of the published national standard include an incorrect Annex Z The comment given above under clause 1 reflects the correct wording of the annex.

ANNEX I.A.6 INFLATABLE BOATS AND RIBS

Recreational Craft Directive	CC Guide
- none -	*- none -*

ANNEX I.A.6 INFLATABLE BOATS AND RIBS

Relevant Standard	RSG Comments	RFU /ARFU
(see table below)	*- none -*	*- none -*

Clauses of EN ISO 6185-3:2001	Corresponding clauses of the RCD	Comments
3, 6.8, 6.10	3.3 Buoyancy and flotation	
5.7	3.4 Openings in hull	
5.7, 7.6, 7.8	3.5 Flooding	
6.1, 6.4	3.6 Manufacturer's maximum load	
6.12	3.7 Liferaft stowage	
5.10, 7.4	3.9 Anchoring, towing	
6.2, 6.9, 7.1, 7.3, 7.7	4. Handling characteristics	
5.14	5.1.2, 5.2.2 Ventilation	
5.13	5.2 Fuel system	
5.12	5.3 Electrical system	
5.8	5.4 Steering system	

prEN ISO 6185-4:2001 Small craft - Inflatable boats

Part 4 - Boats greater than 8m overall length – Draft under development

Note that the comments in the above tables are important with respect to assigning the Boat Design Category.

Legal

ANNEX I.A.7 PERSONAL WATERCRAFT

Recreational Craft Directive	CC Guide
Personal watercraft shall be designed either with an automatic engine cut-off or with an automatic device to provide reduced speed, circular, forward movement when the driver dismounts deliberately or falls overboard.	This new essential requirement for personal watercraft has been introduced by the amending Directive 2003/44/EC, specifying that they have to be provided with an engine cut-off device, or a device to automatically reduce speed and to put the craft in a circular forward movement mode, to facilitate re-boarding when the driver dismounts deliberately or falls overboard when the craft is under way. Note that as for sailing dinghies that are capsizerecoverable as defined by EN ISO 12217 Part 3, the assumption has been made that the important requirement for a personal watercraft is the ability of the user to recover from a stability incident.

ANNEX I.A.7 PERSONAL WATERCRAFT

<table>
<tr><th>Relevant Standard</th><th>RSG Comments</th><th>RFU /ARFU</th></tr>
<tr><td>Harmonized:
(AS listed in RSG Guidelines)

EN ISO 13590:2003/AC:2004 - Small craft – Personal Watercraft – Construction and System Installation Requirements

<table>
<tr><th>Clauses of EN ISO 13590:2003/AC:2004</th><th>Corresponding clauses of RCD</th><th>Comments</th></tr>
<tr><td>12</td><td>Annex I, A.5.1.5, Personal watercraft running without driver</td><td></td></tr>
</table>
</td><td>- none -</td><td>#51</td></tr>
</table>

Legal

ANNEX I.B ESSENTIAL REQUIREMENTS FOR EXHAUST EMISSION FROM PROPULSION ENGINES

Recreational Craft Directive	CC Guide
Propulsion engines shall comply with the following essential requirements for exhaust emissions.	Annex I.B specifies the essential requirements for propulsion engines relating to exhaust emissions.

ANNEX I.B.1 ENGINE IDENTIFICATION

Recreational Craft Directive	CC Guide
1.1. Each engine shall be clearly marked with the following information: *— engine manufacturer's trademark or trade-name,* *— engine type, engine family, if applicable,* *— a unique engine identification number,* *— CE marking, if required under Article 10.* *1.2. These marks must be durable for the normal life of the engine and must be clearly legible and indelible. If labels or plates are used, they must be attached in such a manner that the fixing is durable for the normal life of the engine, and the labels/plates cannot be removed without destroying or defacing them.* *1.3. These marks must be secured to an engine part necessary for normal engine operation and not normally requiring replacement during the engine life.* *1.4. These marks must be located so as to be readily visible to the average person after the engine has been assembled with all the components necessary for engine operation.*	*- none -*

ANNEX I.B ESSENTIAL REQUIREMENTS FOR EXHAUST EMISSION FROM PROPULSION ENGINES

Relevant Standard	RSG Comments	RFU /ARFU
- none -	*- none -*	*- none -*

ANNEX I.B.1 ENGINE IDENTIFICATION

Relevant Standard	RSG Comments	RFU /ARFU
Actually, there are no standards envisaged.	*- none -*	# 68 #69

Legal

ANNEX I.B.2 EXHAUST EMISSION REQUIREMENTS

Recreational Craft Directive

Propulsion engines shall be designed, constructed and assembled so that when correctly

installed and in normal use, emissions shall not exceed the limit values obtained from the following table:

Table 1

Type	Carbon Monoxide $CO = A + B/P_N^n$ g/kWh			Hydrocarbons $HC = A + B/P_N^n$ g/kWh			Nitrogen oxides NO_x g/kWh	Particulates PT g/kWh
	A	B	n	A	B	n		
Two-stroke spark ignition	150,0	600,0	1,0	30,0	100,0	0,75	10,0	Not applicable
Four-stroke spark ignition	150,0	600,0	1,0	6,0	50,0	0,75	15,0	Not applicable
Compression ignition	5,0	0	0	1,5	2,0	0,5	9,8	1,0

Where A, B and n are constants in accordance with the table, PN is the rated engine power in kW and the exhaust emissions are measured in accordance with the harmonised standard (*). For engines above 130 kW either E3 (IMO) or E5 (recreational marine) duty cycles may be used.

(*) EN ISO 8178-1:1996

The reference fuels to be used for the emissions test for engines fuelled with petrol and diesel shall be as specified in Directive 98/69/EC (Annex IX, Tables 1 and 2), and for those engines fuelled with Liquefied Petroleum Gas as specified in Directive 98/77/EC.

CC Guide

It is required to use the harmonised standard for exhaust emission measurements, which is quoted as EN ISO 8178-1:1996 Reciprocating internal combustion engines – Exhaust emission measurement – Part 1: Test-bed measurement of gaseous and particulate exhaust emissions.

It should also be noted that that other parts of EN ISO 8178 may need to be referred to for application of the exhaust emission tests. EN ISO 8178-4 Reciprocating internal combustion engines – Exhaust emission measurement – Part 5: Test cycles for different engine applications defines the test cycles.

Reference is made to 130 kW as this is the engine power limit that IMO applies for the NOx requirements in Annex VI of the MARPOL convention. For engines covered by this Directive the E3 (IMO) or E5 (recreational marine) duty cycles may also be used for engine power below 130 kW.

The specifications of these reference fuels as specified in Directive 98/69/EC are given in Appendix VII (see below) of this guide for petrol and diesel fuel. If, in the light of evolution of technical knowledge and new scientific evidence amendments to the specification for reference fuels would become necessary, these could be adopted using the Regulatory Committee procedure provided for in article 6a.

APPENDIX VII of the CC Guide:

1. TECHNICAL DATA OF THE REFERENCE FUEL TO BE USED FOR TESTING VEHICLES EQUIPPED WITH POSITIVE-IGNITION ENGINES

***Fuel type*: UNLEADED PETROL**

Parameter	Unit	Limits (1)		Test Method	Publication
		Min	Max		
Research octane number, RON		95,0	-	EN 25164	1993
Motor octane number, MON		85,0	-	EN 25163	1993
Density at 15 'CN	kg/m^3	748	762	ISO 3675	1995
Reid vapour pressure	kPa	56,0	60,0	EN 12	1993
Distillation:					
- initial boiling point	°C	24	40	EN-ISO 3405	1988
- evaporated at 100 °C	% v/v	49,0	57,0	EN-ISO 3405	1988

ANNEX I.B.2 EXHAUST EMISSION REQUIREMENTS

<table>
<tr><th>Relevant Standard</th><th>RSG Comments</th><th>RFU /ARFU</th></tr>
<tr>
<td>EN ISO 8178-1:1996 - Reciprocating internal combustion engines

It should be noted that different parts of EN ISO 8178 may need to be referred to for application of the exhaust emission tests.

<table>
<tr><th>Clauses of EN ISO 8178-1:1996</th><th>Corresponding clauses of the Directive</th><th>Comments</th></tr>
<tr><td>All clauses are applicable</td><td></td><td></td></tr>
<tr><td></td><td></td><td></td></tr>
<tr><td></td><td></td><td></td></tr>
<tr><td></td><td></td><td></td></tr>
</table>
</td>
<td>Reference is made to 130 kW as this is the engine power limit that IMO applies. For diesel engines the E3 (IMO) or E5 (recreational marine) duty cycles may also be used for engine power below 130 kW. Petrol engines should use the E4 duty cycle.

The specifications of these reference fuels as specified in Directive 98/69/EC are given in Annex IX table 1 (petrol fuel) and table 2 (diesel fuel). If, in the light of evolution of technical knowledge and new scientific evidence amendments to the specification for reference fuels become necessary, these should be adopted using the Regulatory Committee procedure provided for in Article 6a.</td>
<td>#68
#69
#72
#97</td>
</tr>
</table>

Legal

-none-

Parameter	Unit	Limits (1)		Test Method	Publication
		Min	Max		
- evaporated at 150 °C	% v/v	81,0	87,0	EN-ISO 3405	1988
- final boiling point	°C	190	215	EN-ISO 3405	1998
Residue	%	-	2	EN-ISO 3405	1998
Hydrocarbon analysis:					
- olefins	% v/v	-	10	ASTM D 1319	1995
- aromatics (2)	%v/v	28,0	40,0	ASTM D 1319	1995
- benzene	%v/v	-	1,0	EN 12177	1998
- saturates	%v/v	-	balance	ASTM D 1319	1995
Carbon/hydrogen ratio		report	report		
Oxidation stability (3)	min.	480	-	EN-ISO 7536	1996
Oxygen content (4)	% m/m	-	2,3	EN 1601	1997
Existent gum	mg/ml	-	0,04	EN-ISO 6246	1997
Sulphur content (5)	mg/kg	-	100	pr. EN-ISO/DIS 14596	1998
Copper corrosion at 50 °C		-	1	EN-ISO 2160	1995
Lead content	g/l	-	0,005	EN 237	1996
Phosphorus content	g/l	-	0,0013	ASTM D 3231	1994

1. The values quoted in the specification are "true values". In establishment of their limit values the terms of ISO 4259 "Petroleum products Determination and application of precision data in relation to methods of test" have been applied and in fixing a minimum value, a minimum difference of 2R above zero has been taken into account; in fixing a maximum and minimum value, the minimum difference is 4R (R = reproducibility).
   Notwithstanding this measure, which is necessary for statistical reasons, the manufacturer of fuels should nevertheless aim at a zero value where the stipulated maximum value is 2R and at the mean value in the case of quotations of maximum and minimum limits. Should it be necessary to clarify the question as to whether a fuel meets the requirements of the specifications, the terms of ISO 4259 should be applied.
2. The reference fuel used to approve a vehicle against the limit values set out in row B of the table in section 5.3.1.4 of Annex I to this Directive shall have a maximum aromatics content of 35% v/v. The Commission wilt as soon as possible, but no later than 31 December 1999, bring forward a modification to this Annex reflecting the market average for fuel aromatics content in respect of the fuel defined in Annex III of Directive 98/70/EC.

ANNEX I.B.2 EXHAUST EMISSION REQUIREMENTS

Relevant Standard	RSG Comments	RFU /ARFU
-none-	-none-	-none-

-none-

3. The fuel may contain oxidation inhibitors and metal deactivators normally used to stabilise refinery gasoline streams, but detergent/dispersive additives and solvent oils must nor be added

4. The actual oxygen content of the fuel for the Type I and IV tests shall be reported. In addition the maximum oxygen content of the reference fuel used to approve a vehicle against the limit values set out in row B of the table in section 5.1.3.4 of the Annex I to this Directive shall be 2,3 %. The Commission will as soon as possible, but no later than 31 December 1999, bring forward a modification to this Annex reflecting the market average for fuel oxygen content of the fuel defined in Annex III of Directive 98/70/EC.

5. The actual sulphur content of the fuel used for the Type I test shall be reported. In addition the reference fuel used to approve a vehicle against the limit values set out in row B of the table in section 5.1.3.4 of Annex I to this Directive shall have a maximum sulphur content of 50 ppm. The Commission will as soon as possible, but no later than 31 December 1999, bring forward a modification to this Annex reflecting the market average for fuel sulphur content in respect of the fuel

2. TECHNICAL DATA OF THE REFERENCE FUEL TO BE USED FOR TESTING VEHICLES EQUIPPED WITH A DIESEL ENGINE

Fuel type: **DIESEL FUEL**

Parameter	Unit	Limits (1)		Test Method	Publication
		Min	Max		
Cetane number (2)		52,0	54,0	EN-ISO 5165	1998
Density at 15 °C	kg/m3	833	837	EN-ISO 3675	1995
Distillation					
- 50% point	°C	245	-	EN-ISO 3405	1988
- 95% point	"C	345	350	EN-ISO 3405	1988
- final boiling point	°C	-	370	EN-ISO 3405	1988
Flash point	°C	55	-	EN 22719	1993
CFPP	"C	-	-5	EN 116	1981
Viscosity at 40 "C	*mm2/s*	2,5	3,5	EN-ISO 3104	1996

ANNEX I.B.2 EXHAUST EMISSION REQUIREMENTS

Relevant Standard	RSG Comments	RFU /ARFU
-none-	-none-	-none-

-none-

Parameter	Unit	Limits (1)		Test Method	Publication
		Min	Max		
Polycyclic aromatic hydrocarbons	% m/m	3	6,0	IP 391	1995
Sulphur content (3)	mg/kg	-	300	EN-ISO 14596	1998
Copper corrosion		-	1	EN-ISO 2160	1995
Conradson carbon residue (10 % DR)	% m/m	-	0,2	EN-ISO 10370	1995
Ash content	% m/m	-	0,01	EN-ISO 6245	1995
Water content	% m/m	-	0,05	EN-ISO 12937	2001
Neutralisation (stron acid) number	mg KOH/g	-	0,02	ASTM D 974-95	1998
Oxidation stability (4)	mg/1nl	-	0,025	EN-ISO 12205	1996
New and better method for polycyclic aromatics under development	%m/m	-	-	EN 12916	2000

1. The values quoted in the specification are "true values". In establishment of their limit values the terms of ISO 4259 "Petroleum products Determination and application of precision data in relation to methods of test" have been applied and in fixing a minimum value, a minimum difference of 2R above zero bas been taken into account; in fixing a maximum and minimum value, the minimum difference is 4R (R =reproducibility)

   Notwithstanding this measure, which is necessary for statistical reasons, the manufacturer of fuels should nevertheless aim at a zero value where the stipulated maximum value is 2R and at the mean value in the case of quotations of maximum and minimum limits. Should it be necessary to clarify the question as to whether a fuel meets the requirements of the specifications, the terms of ISO 4259 should be applied.

ANNEX I.B.2 EXHAUST EMISSION REQUIREMENTS

Relevant Standard	RSG Comments	RFU /ARFU
-none-	-none-	-none-

Annex I.B.2 EXHAUST EMISSION REQUIREMENTS

-none-	2. The range for cetane number is not in accordance with the requirement of a minimum range of 4R. However, in the case of a dispute between fuel supplier and fuel user, the terms in ISO 4259 may be used to resolve such disputes provided replicate measurements, of sufficient number to archive the necessary precision, are made in preference to single determinations. 3. The actual sulphur content of the fuel used for the Type J test shall be reported. In addition the reference fuel used to approve a vehicle against the limit values set out in row B of the table in section 5.1.3.4 of Annex I to this Directive shall have a maximum sulphur content of 50 ppm. The Commission will as soon as possible, but no later than 31 December 1999, bring forward a modification to this Annex reflecting the market average for fuel sulphur content in respect of the fuel defined in Annex III of Directive *98/70/EC*. 4. Even though oxidation stability is controlled, it is likely that shelf life will be limited. Advice should be sought from the supplier as to storage conditions and life

ANNEX I.B.2 EXHAUST EMISSION REQUIREMENTS

Relevant Standard	RSG Comments	RFU /ARFU
-none-	-none-	-none-

ANNEX I.B.3 DURABILITY

Recreational Craft Directive	CC Guide
The manufacturer of the engine shall supply engine installation and maintenance instructions, which if applied should mean that the engine in normal use will continue to comply with the above limits throughout the normal life of the engine and under normal conditions of use. *This information shall be obtained by the engine manufacturer by use of prior endurance testing, based on normal operating cycles, and by calculation of component fatigue so that the necessary maintenance instructions may be prepared by the manufacturer and issued with all new engines when first placed on the market.* *The normal life of the engine is considered to mean:* *(a) inboard or stern drive engines with or without integral exhaust: 480 hours or 10 years, whichever occurs first;* *(b) personal watercraft engines: 350 hours or 5 years, whichever occurs first;* *(c) outboard engines: 350 hours or 10 years, whichever occurs first.*	The engine manufacturer is responsible for endurance testing and calculation of component fatigue to ensure that these requirements for durability will be met. Involvement of a notified body in these tests must be in accordance with the requirements of the conformity assessment module chosen by the engine manufacturer, in accordance with Article 8.3.

ANNEX I.B.3 DURABILITY

Relevant Standard	RSG Comments	RFU /ARFU
Actually, there are no standards envisaged.	*- none -*	# 68 #69

ANNEX I.B.4 OWNER´S MANUAL

Recreational Craft Directive	CC Guide
Each engine shall be provided with an Owner's Manual in the Community language or languages, which may be determined by the Member State in which the engine is to be marketed. This manual shall: *(a) Provide instructions for the installation and maintenance needed to assure the proper functioning of the engine to meet the requirements of paragraph 3, (Durability);* *(b) Specify the power of the engine when measured in accordance with the harmonised standard.*	The engine's power shall be measured in accordance with the harmonised standard EN ISO 8665:1995/A1:2000 Marine propulsion engines and systems - Power measurements and declarations. The engine power measured according to this standard must be specified by the engine manufacturer in the owner's manual supplied with the engine. According to EN ISO 8665 the engine's power shall be declared as a single value accompanied by a statement of the engine speed and whether the power is crank shaft power or propeller shaft power. For engines sold with a complete propulsion unit the propeller shaft power shall be declared and for engines sold with reduction and/or reversing gear the power at the coupling to the propeller shaft declared. The engine power and speed may alternatively be presented as a power curve (see also notes on calculation of the Power/displacement ratio in Annex I.C)

ANNEX I.B.4 OWNER´S MANUAL

<table>
<tr><th>Relevant Standard</th><th>RSG Comments</th><th>RFU /ARFU</th></tr>
<tr>
<td>Harmonized:

EN ISO 8665:2006 – Small Craft - Marine propulsion engines and systems - Power measurements and declarations

<table>
<tr><th>Clauses of EN ISO 8665:2006</th><th>Corresponding clauses of RCD</th><th>Comments</th></tr>
<tr><td>All clauses</td><td>Annex I, A.4, Handling</td><td>This standard is relevant only to the engine Manufacturer. It defines the required method of measuring engine power. The power of the engine measured according to this standard shall be declared by the engine Manufacturer in the owner's manual supplied with the engine.</td></tr>
</table>
</td>
<td>The engine power and speed may alternatively be presented as a power curve (see also notes on calculation of the Power/displacement ratio in Annex I.C)

Language, translation and scope of Owner's Manual:

A procedure shall be established for the particular information, as required by the Directive, to be included in the language required in the area where the product is put on the market.

A generic Owner's Manual, if relevant is acceptable. It may have provisions for filling out specific model information by hand.</td>
<td># 68

#69</td>
</tr>
</table>

ANNEX I.C ESSENTIAL REQUIREMENTS FOR NOISE EMISSIONS

ANNEX I.C.1 NOISE EMISSION LEVELS

Recreational Craft Directive	CC Guide
Annex I.C.1.1 *Recreational craft with inboard or stern drive engines without integral exhaust, personal watercraft and outboard engines and stern drive engines with integral exhaust shall be designed, constructed and assembled so that noise emissions measured in accordance with tests defined in the harmonised standard* shall not exceed the limit values in the following table:*	*- none -*

Table 2

Single Engine Power In kW	Maximum Noise Pressure Level = L_{pASmax} In dB
$P_N \leq 10$	67
$10 < P_N \leq 40$	72
$P_N > 40$	75

where P_N = rated engine power in kW at rated speed and L_{pASmax} = maximum noise pressure level in dB.

For twin-engine and multiple-engine units of all engine types an allowance of 3 dB may be applied.

* EN ISO 14509

Recommendations and Standards

* EN ISO 14509

ANNEX I.C ESSENTIAL REQUIREMENTS FOR NOISE EMISSIONS

ANNEX I.C.1 NOISE EMISSION LEVELS

<table>
<tr><th>Relevant Standard</th><th>RSG Comments</th><th>RFU /ARFU</th></tr>
<tr><td>EN ISO 14509-1:2008: Small craft - Measurement of sound pressure level of airborne noise emitted by powered recreational craft
<table>
<tr><th>Clauses of
EN ISO 14509-1:2008</th><th>Corresponding clauses of
RCD</th><th>Comments</th></tr>
<tr><td>All clauses in Annex ZB are applicable</td><td></td><td></td></tr>
</table>
</td><td>- none -</td><td>#66</td></tr>
</table>

Legal

ANNEX I.C.1 NOISE EMISSION LEVELS

Recreational Craft Directive	CC Guide
Annex I.C.1.2 *As an alternative to noise measurement tests, recreational craft with inboard engine configuration or stern drive engine configuration, without integral exhaust, shall be deemed to comply with these noise requirements if they have a Froude number of ≤ 1.1 and a power displacement ratio of ≤ 40 and where the engine and exhaust system are installed in accordance with the engine manufacturer's specifications.*	*- none -*

ANNEX I.C.1 NOISE EMISSION LEVELS

Relevant Standard	RSG Comments	RFU /ARFU
Actually, there are no standards envisaged.	*- none -*	#66

ANNEX I.C.1 NOISE EMISSION LEVELS

Recreational Craft Directive	CC Guide
Annex I.C.1.3 *"Froude number" shall be calculated by dividing the maximum boat speed* $V(m/s)$ *by the square root of the waterline length lwl (m) multiplied by a given gravitational constant* $(g = 9{,}81\, m/s^2)$ $Fn = \frac{V}{\sqrt{(g \cdot lwl)}}$ *"Power displacement ratio" shall be calculated by dividing the engine power P (kW) by the boat's displacement* $D(t) = P/D$	*- none -*

ANNEX I.C.1 NOISE EMISSION LEVELS

Relevant Standard	RSG Comments	RFU /ARFU
<table><tr><th>Clauses of</th><th>Corresponding clauses of RCD</th><th>Comments</th></tr><tr><td></td><td></td><td></td></tr></table>	Displacement shall be measured in [t] at the performance test mass condition in accordance with EN ISO 8666:2002. The total engine power (P) shall be measured in [kW] in accordance with EN ISO 8665:2006.	#66

Legal

ANNEX I.C.1 NOISE EMISSION LEVELS

Recreational Craft Directive	CC Guide
As a further alternative to noise measurement tests, recreational craft with inboard or stern drive engine configurations without integral exhaust, shall be deemed to comply with these noise requirements if their key design parameters are the same as or compatible with those of a certified reference boat to tolerances specified in the harmonised standard.	*- none -*

ANNEX I.C.1 NOISE EMISSION LEVELS

Relevant Standard	RSG Comments	RFU /ARFU
EN ISO 14509-2:2006 – Small craft - Measurement of airborne sound emitted by powered recreational craft – Part 2: Sound Assessment using reference craft Part 2: Noise Assessment using reference craft	*- none -*	#66

Clauses of EN ISO 14509-2:2006	Corresponding clauses of RCD	Comments
All clauses in Annex ZA are applicable		

Legal

ANNEX I.C.1 NOISE EMISSION LEVELS

Recreational Craft Directive	CC Guide
"Certified reference boat" shall mean a specific combination of hull/inboard engine or stern drive engine without integral exhaust that has been found to comply with the noise emission requirements, when measured in accordance with section 1.1, and for which all appropriate key design parameters and noise level measurements have been included subsequently in the published list of certified reference boats.	*- none -*

ANNEX I.C.1 NOISE EMISSION LEVELS

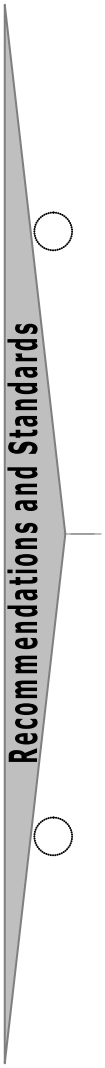
Relevant Standard	RSG Comments	RFU /ARFU
EN ISO 14509-2:2006 – Small craft - Measurement of airborne sound emitted by powered recreational craft – Part 2: Sound Assessment using reference craft Clauses of EN ISO 14509-2:2006 / Corresponding clauses of RCD / Comments All clauses in Annex ZA are applicable	**Procedure to be applied to register a certified reference boat** The Technical Secretariat is maintaining and publishing the "list of certified reference boats" through the website of the RSG (www.rsg.be). Manufacturers who want to add information on a certified reference boat to the list of certified reference boats should adapt to the following procedure: • Download the form on key design parameters for the certified reference boat from the website. • Fill in the form by giving complete information on the certified reference boat as requested. • Send the form to the Notified Body, which has certified the conformity to noise emissions requirements in accordance with the pass-by-test for the certified reference boat. • The Notified Body confirms the key design parameters given by the Manufacturer on the certified reference boat form • The Notified Body sends the certified reference boat form, which is free from any information allowing the identification of the Manufacturer, to the Technical Secretariat for publication. • The Technical Secretariat registers the received certified reference boat forms in a consecutive order by giving each reference boat a unique number and publishes them on the website of the RSG (www.rsg.be). • The Technical Secretariat ensures that the received information can be traced back through the Notified Body to the Manufacturer, if required.	#66

ANNEX I.C.2 OWNER´S MANUAL

Recreational Craft Directive	CC Guide
For recreational craft with inboard engine or stern drive engines with or without integral exhaust and personal watercraft, the Owner's Manual required under Annex I.A Section 2.5, shall include information necessary to maintain the craft and exhaust system in a condition that, insofar as is practicable, will ensure compliance with the specified noise limit values when in normal use. *For outboard engines, the Owner's Manual required under Annex I.B.4 shall provide instructions necessary to maintain the outboard engine in a condition, that insofar as is practicable, will ensure compliance with the specified noise limit values when in normal use.*	*- none -*

ANNEX I.C.2 OWNER´S MANUAL

Relevant Standard	RSG Comments	RFU /ARFU
Actually, there are no standards envisaged.	Introduces a new requirement for the owner's manual supplied with the recreational craft or personal watercraft to specify information on maintenance of the craft, engine and exhaust system to ensure continued compliance with the noise limits. With respect to stern drive engines with integral exhaust this requirement is satisfied by keeping a copy of the owner's manual for the engine with the owner's manual for the boat, provided that the owner's manual for the engine provides instructions as laid out in the paragraph below for outboard engines. The owner's manual supplied with the outboard engine shall include information on maintenance for continued compliance with the noise emission limits.	#66


Recommendations and Standards

GUIDELINES 2010

for the

Recreational Craft Directive 94/25/EC
as amended by Directive 2003/44/EC

PART III: CONFORMITY ASSESSMENT PROCEDURES

ANNEX II GUIDELINES FOR ASSESMENT OF COMPONENTS

Recreational Craft Directive	CC Guide
"-whereas the essential requirements constitute the criteria by which recreational craft, partly completed craft and their components when separate and when installed must comply".	*- none -*

ANNEX II.1 Ignition-protected equipment for inboard and stern drive engines

Recreational Craft Directive	CC Guide
1. Ignition-protected equipment for inboard and stern drive engines	For ignition-protected equipment for inboard and stern drive petrol engines and petrol fuel tank spaces, refer to Annex I.A, points 5.1.1 and 5.2.2, first indent. It is the intention here to emphasise the risk of ignition of flammable gases. This risk is significantly greater with petrol, as defined in EN ISO 10088:2009, than with other lessvolatile fuels. For this reason petrol engine installations (i.e. those using low-flashpoint fuel) are directly specified. However, ignition risks should be recognised in all installations.

ANNEX II: GUIDELINES FOR ASSESMENT OF COMPONENTS

Relevant Standard	RSG Comments	RFU /ARFU
- none -	Certain components are specifically mentioned in the Directive: *"-whereas the essential requirements constitute the criteria by which recreational craft, partly completed craft and their components when separate and when installed must comply".* The certification requirements imply third party intervention, which has to take place before the component is placed on the market. However, if the components in F3, F4, and F5 below are made specifically by or for the craft builder, the conformity assessment has to be applied for by the craft builder. CE marking for RCD is only permitted for components listed in Annex II.	*- none -*

1. Ignition-protected equipment for inboard and stern drive engines

Relevant Standard	RSG Comments	RFU /ARFU
- none -	EN 28846:1993/A1:2000 Small craft - Electrical devices - Protection against ignition of surrounding flammable gases (ISO 8846:1990)	*- none -*

Clauses of EN 28846:1993/A1:2000	Corresponding clauses of RCD	Comments
All clauses	Annex I, A.5.1.1, Inboard engines	Sets requirements for ignition-protecting equipment
4.1, 5	Annex I, A.5.2.1, Fuel system	
6	Annex I, A.5.3, Electrical system	
4.2, 6	Annex II, Components, 1	

For further clarification reference is made to Annex I.A. 5.1.1 of these guidelines.

Legal

ANNEX II.2 Start-in-gear protection devices for outboard engines

Recreational Craft Directive	CC Guide
2. Start-in-gear protection devices for outboard engines	For start-in-gear protection for outboard engines: refer in Annex I to point 5.1.4.

2. Start-in-gear protection devices for outboard engines

Relevant Standard	RSG Comments	RFU /ARFU
Harmonized: EN ISO 11547:1995/A1:2000: Small craft – Start-in-gear protection (ISO 11547:1994) – see Annex I.A.5.1.4 Outboard engines starting	*- none -*	*- none -*

ANNEX II.3 Steering wheels, steering mechanisms and cable assemblies

Recreational Craft Directive	CC Guide
3. Steering wheels, steering mechanisms and cable assemblies	For steering wheels, steering mechanisms and cable assemblies: refer to Annex I.A, points 5.4.1. and 5.4.2.

3. Steering wheels, steering mechanisms and cable assemblies

Relevant Standard	RSG Comments	RFU /ARFU
Harmonized: EN ISO 13929:2001: Small craft – Steering gear – geared link systems (ISO 13929:2001) EN ISO 8847:2004: Small craft – Steering gear – Cable and pulley systems (ISO 8847:2004) EN ISO 8847:2004/AC:2005 EN ISO 28848:1993/A1:2000: Small craft – Remote steering systems (ISO 8848:1990) EN ISO 29775:1993/A1:2000: Small craft – Remote steering systems for single outboard motors of 15 kW to 40 kW power (ISO 9775:1990) EN ISO 15652:2005: Small craft – remote steering systems for inboard mini jet boats (ISO 15652:2003)	See Annex I.A.5.4 for details of steering standards.	*- none -*

Clauses of EN ISO 15652:2005	Corresponding clauses of RCD	Comments
All Clauses are applicable		

Legal

ANNEX II.4 Fuel tanks intended for fixed installations and fuel hoses

Recreational Craft Directive	CC Guide
4. Fuel tanks intended for fixed installations and fuel hoses	The amendment specifies that fuel tanks intended for fixed (permanent) installation in craft are covered by Annex II only when placed on the market separately as components. Accordingly portable fuel tanks of any capacity are excluded from the scope of Annex II and therefore should not bear the CE marking for this Directive. Fuel tanks that are an integral part of the structure of the craft are also excluded from the scope of Annex II and therefore should not bear the CE marking. See also the comments to Article 1.1.(iii)**.** For fuel tanks and fuel hoses: refer to Annex I.A, point 5.2.2. for fuel tanks and point 5.2.1. for fuel hoses. See point 1 above with regard to petrol

4. Fuel tanks intended for fixed installations and fuel hoses

<table>
<tr><th>Relevant Standard</th><th>RSG Comments</th><th>RFU /ARFU</th></tr>
<tr>
<td>
Harmonized:

EN ISO 10088:2009 Small craft - Permanently installed fuel systems– see Annex I.A.5.2.

EN ISO 21487:2006/AC:2009: Small crafts - Permanently installed petrol and diesel fuel tanks

EN ISO 7840:2004 Small craft - Fire resistant fuel hoses
<table>
<tr><th>Clauses of EN ISO 7840:2004</th><th>Corresponding clauses of RCD</th><th>Comments</th></tr>
<tr><td>All clauses</td><td>Annex I, A.5.1.1, Inboard Engine
Annex I, A.5.2.1, Fuel system, General
Annex I, A.5.6.1 – Fire protection, General
Annex II, Components, 4</td><td>Specifies requirements for fire resistant fuel hoses that may be used in engine compartments.</td></tr>
</table>
EN ISO 8469: 2006 Small craft - Non-fire-resistant hoses
<table>
<tr><th>Clauses of EN ISO 8469: 2006</th><th>Corresponding clauses of RCD</th><th>Comments</th></tr>
<tr><td>All clauses</td><td>Annex I, A.5.1.1, Inboard Engine
Annex I, A.5.2.1, Fuel system, General
Annex I, A.5.6.1, Fire protection, General
Annex II, Components, 4</td><td>Specifies requirements for fuel hoses that may not be used in engine compartments</td></tr>
</table>
</td>
<td>
Note 1: Portable fuel systems (as specified by EN ISO 13591) are outside the scope of the Directive, i.e. will not receive any CE marking according to this Annex II.

Note 2: Fuel tanks that are an integral part of the structure of the craft are also excluded from the scope of Annex II and therefore should not be CE marked.
</td>
<td>- none -</td>
</tr>
</table>

ANNEX II.5 Prefabricated hatches and portlights

Recreational Craft Directive	CC Guide
5. *Prefabricated hatches and portlights*	For prefabricated hatches and portlights: refer to Annex I.A, point 3.4. A portlight is considered to be any port or window above the maximum load waterline whose watertightness is essential to maintain the integrity of the freeboard area.

5. Prefabricated hatches and portlights

Relevant Standard	RSG Comments	RFU /ARFU
Harmonized: EN ISO 12216: 2002: Small craft – Windows, portlights, hatches, deadlights and doors strength and watertightness requirements (ISO 12216:2002) – see Annex I.A.3.4.	The term „portlights" refers to windows in the hull.	- *none* -

CONFORMITY ASSESSMENT MODULES

*This part is moved to **PART I – Chapter II - Article 8**(Conformity Assessment) on page 51*

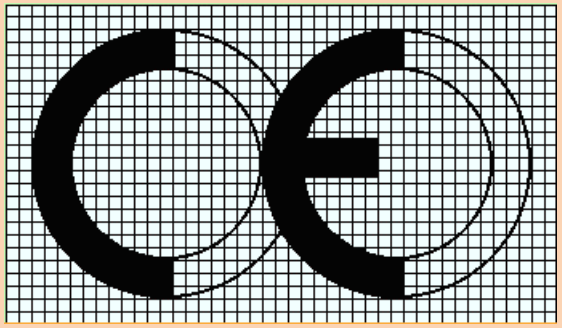
ANNEX III Declaration by the Builder

Recreational Craft Directive	CC Guide
Declaration by the builder or his authorised representative established in the community or the person responsible for placing on the market ***(Article 4 (2) and (3))*** *(a) The declaration by the builder or his authorised representative established in the Community referred to in Article 4 (2) (partly completed craft) shall contain the following:* *– the name and address of the builder,* *– the name and address of the representative of the builder established in the Community or, if appropriate, of the person responsible for the placing on the market,* *– a description of the partly completed craft,* *– a statement that the partly completed craft is intended to be completed by others and that it complies with the essential requirements that apply at this stage of construction.* *(b) The declaration by the builder, his authorised representative established in the Community or the person responsible for placing on the market referred to in Article 4(3) (components) shall contain the following:* *– the name and address of the builder,* *– the name and address of the representative of the builder established in the Community or, if appropriate, of the person responsible for the placing on the market,* *– a description of the component* *– a statement that the component complies with the relevant essential requirements.*	The declaration of the builder or his authorised representative established in the Community or the person responsible for the placing on the market, in the case of partly completed craft (Article 4(2)) and in the case of components (Article 4(3)), is self explanatory. Reference is made to the definitions given under Article 1.3.(h) and 1.3.(i) of “manufacturer” and “authorised representative”. Some confusion may exist in the case of a boat destined to be fitted with an outboard engine. In this case the “boat” is effectively finished/completed by the boat builder and requires only the outboard engine to be provided. Many of these boat types are placed on the market without an engine, this being provided/purchased at the choice of the eventual owner: they are however suitable to be put into service. Reference should be made in this respect to Annex XV. When a manufacturer places a craft, requiring for its propulsion an inboard engine or a stern-drive engine without an integral exhaust, on the market without such an engine being mounted, this is considered to be a partly completed boat under the Directive. The requirements of Annex I would therefore apply. In these few instances the engine is selected by the end user and not fitted by the boat manufacturer, prior to placing it on the market. It is considered that, in these cases, the owner of the craft will either fit the engine on his own or seek appropriate professional assistance to fit the engine in accordance with the instructions of the engine manufacturer. The owner of the craft, or the person placing the completed craft on the market and/or putting into service, will then take responsibility to complete the remaining conformity assessment requirements and CE mark the boat accordingly.

ANNEX III Declaration by the Builder

RSG Comments	RFU /ARFU
-none-	*-none-*

ANNEX IV CE Marking

Recreational Craft Directive	CC Guide
The CE conformity marking must consist of the initials "CE" taking the following form:  *If the marking is reduced or enlarged, the proportions given in the above graduated drawing must be respected.* *The various elements of the CE marking must have about the same vertical dimension, which shall not be less than 5 mm.* *The CE marking is followed by the identification number of the notified body, if it intervenes in the control of production.*	A corrigendum was published in the Official Journal of the European Communities, N° L 127, 10.6.1995, p.27, where it was stated that in the last sentence of this annex, the words "as well as by the last two figures of the year that the CE marking is affixed" are to be deleted. The text of the Directive reads as shown above.

ANNEX IV CE Marking

RSG Comments	RFU /ARFU
-none-	#73

ANNEX V INTERNAL PRODUCTION CONTROL (Module A)

Recreational Craft Directive	CC Guide
Annex V ***INTERNAL PRODUCTION CONTROL*** *1. The manufacturer or his authorized representative established within the Community, who carries out the obligations laid down in point 2, ensures and declares that the products concerned satisfy the requirements of the Directive that apply to them. The manufacturer or his authorized representative established within the Community shall affix the CE marking to each product and draw up a written declaration of conformity (see Annex XV).* *2. The manufacturer shall establish the technical documentation described in paragraph 3 and he or his authorized representative established within the Community shall keep it for a period ending at least 10 years after the last product has been manufactured at the disposal of the relevant national authorities for inspection purposes.* *Where neither the manufacturer nor his authorized representative is established within the Community, the obligation to keep the technical documentation available shall be the responsibility of the person who places the product on the Community market.* *3. Technical documentation shall enable the conformity of the products with the requirements of the Directive to be assessed. It shall, as far as relevant for such assessment, cover the design, manufacture and operation of the product (see Annex XIII).* *4. The manufacturer or his authorized representative shall keep a copy of the declaration of conformity with the technical documentation.* *5. The manufacturer shall take all measures necessary in order that the manufacturing process shall ensure compliance of the manufactured products with the technical documentation referred to in point 2 and with the requirements of the Directive that apply to them.*	Annex V describes the conformity assessment module A: 'internal production control', where the manufacturer takes himself full responsibility for declaring that the products concerned satisfy the requirements of the directive, without any third-party intervention.

ANNEX V EC TYPE-EXAMINATION (Module A)

RSG Comments		RFU /ARFU
Manufacturer or his authorized representative:	**Notified Body:**	#09 #15 #36 #58 #67
Design phase: - To ensure that the craft meets the requirements of the Directive. - It is the obligation of the Manufacturer or his authorized representative in the Community to - establish the technical documentation in accordance with Annex XIII of the Directive (see Annex XIII of RSG Guidelines for guidance) - establish the Owner's Manual in accordance with Annex I.A.2.5 and I.C.2 of the Directive. The technical documentation and a copy of the Declaration of Conformity shall be kept for at least 10 years with either - the Manufacturer, or - the Manufacturer's authorized representative in the Community, or - the person who places the craft on the Community market	**Design phase (specimen):** No intervention	
Production phase: It is the obligation of the manufacturer to take all measures necessary in order that the manufacturing process shall ensure compliance of the manufactured craft with the technical documentation and the applicable parts of the Essential requirements. To draw up a Declaration of Conformity and affix the CE mark	**Production phase:** No intervention	

ANNEX VI INTERNAL PRODUCTION CONTROL PLUS TESTS (Module Aa, Option 1)

Recreational Craft Directive	CC Guide
This module consists of module A, as referred to in Annex V, plus the following supplementary requirements: ***A. Design and construction:*** *On one or several boats representing the production of the manufacturer one or more of the following tests, equivalent calculation or control shall be carried out by the manufacturer or on his behalf:* *(a) test of stability according to section 3.2 of the Essential Requirements (Annex IA);* *(b) test of buoyancy characteristics according to section 3.3 of the Essential Requirements (Annex IA).* *Provisions common to both variations:* *These tests or calculations or control shall be carried out under the responsibility of a notified body chosen by the manufacturer.* ***B. Noise Emissions:*** *For recreational craft fitted with inboard or stern drive engines without integral exhaust and for personal watercraft:* *On one or several craft representing the production of the craft manufacturer, the noise emission tests defined in Annex I.C shall be carried out by the craft manufacturer, or on his behalf, under the responsibility of a notified body chosen by the manufacturer.* *For outboard engines and stern drive engines with integral exhaust:* *On one or several engines of each engine family representing the production of the engine manufacturer, the noise emission tests defined in Annex I.C shall be carried out by the engine manufacturer, or on his behalf, under the responsibility of a notified body chosen by the manufacturer.* *Where more than one engine of an engine family is tested, the statistical method described in Annex XVII shall be applied to ensure conformity of the sample.*	The requirements of this annex have been arranged so that part A describes the procedures for assessment of the design and construction requirements of recreational craft and personal watercraft according to module Aa and part B describes procedures for assessment of noise emissions of recreational craft with inboard or stern drive engines without integral exhaust and personal watercraft Annex VI, Part A, describes the procedure for assessing the design and construction of recreational craft and personal watercraft in accordance with Module Aa, option 1, whereby the module A procedure is supplemented by: – test of stability according to point 3.2 of the Essential Requirements in Annex I.A, – test of buoyancy characteristics according to point 3.3 of the Essential Requirements in Annex I.A. These tests (or calculations or control) are carried out on the responsibility of a notified body chosen by the manufacturer. The first sentence of Annex VI, Part A, shall be understood to mean that tests, or equivalent calculation or control shall be carried out by the manufacturer, or on his behalf, to demonstrate that the craft meet the essential requirements of Annex I.A, points 3.2 and 3.3, as applicable. In discussions with the manufacturer the notified body should agree on the type, number and scope of the tests, equivalent calculations or controls to be undertaken, and the number of craft upon which they have to be applied. It shall be the notified body's responsibility to ensure that such test, equivalent calculation or control shall be carried out to demonstrate conformity with points 3.2 and 3.3 of the essential requirements of Annex I.A. Module Aa requires notified body intervention only for stability and buoyancy for the craft under review. It should be noted that there is no requirement for notified body intervention in the manufacturing process. For recreational craft, the conformity assessment requirements of module Aa remain the same as originally specified in Directive 94/25/EC, except that the requirement to affix the notified body's distinguishing number during the manufacturing process has been deleted. If the conformity of the design and construction of personal watercraft is assessed according to module Aa, the tests, calculations or controls applied to demonstrate

ANNEX VI INTERNAL PRODUCTION CONTROL PLUS TESTS (Module Aa, Option 1)

RSG Comments		RFU /ARFU
Manufacturer or his authorized representative:	**Notified Body:**	#06 #07 #09 #15 #36 #58 #59 #66
Design phase: In addition to requirements laid out in the table for module A, the manufacturer needs to agree with the Notified Body (NB) on tests, procedures, equivalent calculations, or controls to be undertaken, the number of these, and the number of boats upon which they have to apply.	**Design phase :** Module Aa requires Notified Body (NB) intervention only for stability, buoyancy and noise for the craft under review. It shall be the NB's responsibility to ensure that agreed tests, procedures, equivalent calculations or controls are assessed to demonstrate conformity with Annex I, A par. 3.2 & 3.3 of the ER and Annex I.C. of the ER. These tests or controls may be carried out by the craft manufacturer and witnessed and/or verified by the NB. Alternatively the tests may be conducted by another party appointed by the manufacturer and agreed upon by the NB and witnessed and/or verified by the NB. When conformity with the ER of the Directive is established, an official document is issued by the NB. It must be titled as Examination Report **Design and construction** To perform this assessment, the NB must review any technical documentation established by the Manufacturer which deals exclusively with stability and freeboard (A.3.2) and buoyancy and flotation (A.3.3) as well as with cockpit drainage, openings and windows, noise as appropriate. Tests, procedures calculations, or other controls are performed on one or several boats representing the production of the Manufacturer, which are identified in the technical documentation. A complete new stability assessment of the craft may not be necessary if analysis by extrapolation and/or interpolation is based on already verified types very close to the craft in question, and the relevant requirements are obviously fulfilled with a large margin. This may be the case when: • a few well defined items are removed or added a few well defined measures are decreased or increased	

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Recreational Craft Directive	CC Guide
-none -	compliance with the stability and buoyancy requirements as specified in (a) and (b) above shall be carried out by the personal watercraft manufacturer or on his behalf under the responsibility of the notified body chosen by the manufacturer. Under this responsibility it is to the discretion of the notified body to witness these tests and/or check these calculations. Recreational craft with inboard propulsion engines, or with stern drive engines without integral exhaust, and personal watercraft must use the harmonised standard (EN ISO 14509) for measurement of noise emissions (except for recreational craft with inboard propulsion engines or stern drive engines without integral exhaust in the case when one of the two alternative methods referred to in Annex I, part C can be applied). If the manufacturer applies for conformity assessment according to module Aa these noise emission measurement tests must be conducted under the responsibility of a notified body. The noise emission measurement tests may be carried out by the manufacturer and witnessed and/or checked by the notified body. Alternatively the tests may be conducted by another party appointed by the manufacturer and witnessed and/or checked by the notified body, or conducted by the notified body. Another party appointed by the manufacturer could be the notified body itself, if that body has been assigned by a Member State for this purpose. For outboard engines and stern drive engines with integral exhaust: For outboard engines and stern drive engines with integral exhaust, the noise emission tests must be conducted in accordance with the harmonised standard (EN ISO 14509) using 'standard craft' as defined by the standard. If the manufacturer applies for conformity assessment according to module Aa these tests must be carried out under the responsibility of a notified body. The noise emission tests may be carried out by the engine manufacturer and witnessed and/or checked by the notified body. Alternatively the test may be conducted by another party appointed by the engine manufacturer and witnessed and/or checked by the notified body. Another party appointed by the manufacturer could be the notified body itself, if that body has been assigned by a Member State for this purpose. The tests may be conducted on one engine from each engine family (see definition in Article 1.3.(g)) in the manufacturer's range, in which case the engine selected must be chosen to provide noise emission characteristics representative of all engines in that engine family. Where more than one engine is tested the average result of the sample and standard deviation shall be calculated according to Annex XVII to determine compliance.

ANNEX VI INTERNAL PRODUCTION CONTROL PLUS TESTS (Module Aa, Option 1)

RSG Comments		RFU /ARFU
Manufacturer or his authorized representative:	**Notified Body:**	*- none -*
	Noise Emission For noise assessment, boat families may be used to identify the boats representing the production (see RFU #66).	
Production phase: See table for module A	**Production phase:** No intervention	

ANNEX VII EC TYPE-EXAMINATION (Module B)

Recreational Craft Directive	CC Guide
a) Text of Annex VII of the Directive: *1. A notified body ascertains and attests that a specimen, representative of the production envisaged, meets the provisions of the Directive that apply to it.* *2. The application for the EC type-examination shall be lodged by the manufacturer or his authorized representative established within the Community with a notified body of his choice.* *The application shall include:* *- the name and address of the manufacturer and, if the application is lodged by the authorized representative, his name and address in addition,* *- a written declaration that the same application has not been lodged with any other notified body,* *- the technical documentation, as described in point 3.* *The applicant shall place at the disposal of the notified body a specimen, representative of the production envisaged and hereinafter called 'type' (*).* *The notified body may request further specimens if needed for carrying out the test programme.* *3. The technical documentation shall enable the conformity of the product with the requirements of the Directive to be assessed. It shall, as far as relevant for such assessment, cover the design, manufacture and functioning of the product (see Annex XIII).* *4. The notified body shall:* *4.1 examine the technical documentation, verify that the type has been manufactured in conformity with the technical documentation and identify the elements which have been designed in accordance with the relevant provisions of the standards referred to in Article 5, as well as the components which have been designed without applying the relevant provisions of those standards;* *4.2. perform or have performed the appropriate examinations and necessary tests to check whether, where the standards referred to in Article 5 have not been applied, the solutions adopted by the manufacturer meet the Essential Requirements of the Directive;*	Annex VII describes module B: the EC type-examination, which is coupled in this directive with module C or D or E or F. The text of Annex VII for EC type-examination has not been amended, but this module is now also available for conformity assessment of personal watercraft against the design and construction requirements, and for assessing conformity of propulsion engines with the exhaust emission requirements. Where this module is selected by an engine manufacturer for assessing the compliance of his engines with the exhaust emission requirements, the specimen chosen as "a specimen representative of the production envisaged" for application of this module, should be one 'parent engine' from each engine family (definition in Article 1.3.(g)) in the manufacturer's range. Each parent engine selected must be chosen to provide exhaust emission characteristics representative of all engines in that engine family (note that details on selection of parent engines for exhaust emission tests in general are given in Directive 97/68/EC and EN ISO 8178- details incorporated in Appendix 6 of this guide, see below). If the parent engine meets the exhaust emission requirements, the engine family it represents is then type-approved in accordance with this Directive, not just the engine model tested. Where an engine is not part of an engine family, it is the individual engine model that is to be type-approved. **Appendix 6 of the CC Guide:** The following notes on parameters of an engine family and selection of parent engines are taken from Directive 97/68/EC relating to the engine emissions of non-road mobile machinery with regard to type approval. "6. **PARAMETERS DEFINING THE ENGINE FAMILY** The engine family may be defined by basic design parameters which must be common to engines within the family. In some cases there may be interaction of parameters. These effects must also be taken into consideration to ensure that only engines with similar exhaust emission characteristics are included within an engine family. In order that engines may be considered to belong to the same engine family, the following list of basic parameters must be common:

ANNEX VII EC TYPE-EXAMINATION (Module B)

RSG Comments		RFU /ARFU
Manufacturer or his authorized representative or person placing the product on the market	**Notified Body:**	#10 #15 #17 #36 #43 #58 #59 #67, #78
Design phase (specimen) To ensure that the product meets the requirements of the Directive, it is the obligation of the Manufacturer or his authorized representative in the Community to: ▪ apply for "EC Type Examination". The application shall be lodged with a Notified Body (NB) of his choice. ▪ confirm by a written declaration that he has not lodged an application for EC type examination of his product with another NB ▪ agree with the NB on examinations, tests, procedures, equivalent calculations, or controls to be undertaken. ▪ provide before the beginning of the manufacturing process the technical information needed by the NB at this stage. ▪ places at the disposal of the NB one (or more) specimen(s), which is (are) representative of the production envisaged ▪ ensure at the time of inspection that the relevant technical documentation is available to the NB. ▪ establish the technical documentation in accordance with Annex XIII of the Directive (see Annex XIII of RSG Guidelines for guidance) and the Owner's Manual in accordance with Annex I.A.2.5 and I.C.2 of the Directive. The technical documentation and a copy of the Declaration of Conformity shall be kept for at least 10 years with either - the Manufacturer, or - the Manufacturer's authorized representative in the Community, or - the person who places the craft on the Community market **Modifications to approved product** The Manufacturer or the authorized representative must inform the NB of all modifications to the approved product which may affect the Essential requirements. These changes must receive additional approval from the NB.	**Design phase (specimen)** A Notified Body (NB) shall ascertain and attest that a specimen, representative of the production envisaged, meets the provisions of the Directive. The NB shall: ▪ witness all tests deemed necessary, or endorse the corresponding test reports. ▪ examine the technical documentation established by the manufacturer covering all objectives stated by the Essential requirements of the Directive. ▪ check the compliance of a specimen representative of the production with the examined technical documentation. When conformity to the Directive has been verified, an EC Type-Examination Certificate is issued by the NB. The certificate contains the name and address of the manufacturer, conclusions of the examination, conditions for its validity and the necessary data for identification of the approved type. **Craft** The technical documentation shall be in compliance with Annex XIII, detailed in a further paragraph of this RSG Guideline (Annex XIII). This documentation can not be limited to leaflets for boat shows, and is to be composed of drawings, list of applied standards or documented solutions followed, documents, list of CE marked components including their DOCs, test reports, construction procedures, as appropriate clearly. In general the assessment involves visiting the workshop and witnessing the different steps of the construction of the specimen (from hull construction till the final manufacturer's tests); and include the examination of construction processes in particular, for example composite construction which is highly dependant on the production procedures. Test specimens may support the verification The following minimum survey activities must be performed (when applicable by random checks) with regards to	

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Recreational Craft Directive	CC Guide
4.3. perform or have performed the appropriate examinations and necessary tests to check whether, where the manufacturer has chosen to apply the relevant standards, these have actually been applied; *4.4. agree with the applicant the location where the examinations and necessary tests shall be carried out.* *5. Where the type meets the provisions of the Directive, the notified body shall issue an EC type-examination certificate to the applicant. The certificate shall contain the name and address of the manufacturer, conclusions of the examination, conditions for its validity and the necessary data for identification of the approved type.* *A list of the relevant parts of the technical documentation shall be annexed to the certificate and a copy kept by the notified body.* *If the manufacturer is denied a type certification, the notified body shall provide detailed reasons for such denial.* *6. The applicant shall inform the notified body that holds the technical documentation concerning the EC type-examination certificate of all modifications to the approved product which must receive additional approval where such changes may affect the conformity with the essential requirements or the prescribed conditions for use of the product. This additional approval is given in the form of an addition to the original EC type-examination certificate.* *7. Each notified body shall communicate to the other notified bodies the relevant information concerning the EC type-examination certificates and additions issued and withdrawn.* *8. The other notified bodies may receive copies of the EC type-examination certificates and/or their additions. The annexes to the certificates shall be kept at the disposal of the other notified bodies.*	6.1 **Combustion cycle:** — 2 cycle — 4 cycle 6.2 **Cooling medium:** — air — water — oil 6.3 **Individual cylinder displacement:** — engines to be within a total spread of 15% — number of cylinders for engines with after-treatment device 6.4 **Method of air aspiration** — naturally aspirated — pressure charged 6.5 **Combustion chamber type/design:** — pre-chamber — swirl chamber — open chamber 6.6 **Valve and porting - configuration, size and number:** — cylinder head — cylinder wall — crankcase 6.7 **Fuel system** — pump-line injector — in-line pump — distributor pump — single element — unit injector 6.8 **Miscellaneous features** — exhaust gas recirculation

ANNEX VII EC TYPE-EXAMINATION (Module B)

RSG Comments		RFU /ARFU
	a) <u>construction</u> -if necessary for the assessment of the structure, surveys shall be carried out during selected phases of the project. -verification of dimensions and position of structural members and enforcements -visual inspection of construction details -perform spot check of the specimen's construction process. (laminating, welding, gluing, etc.) b) <u>installations</u> Verification of technical installations, e.g.: a. Engine and engine spaces b. Fuel system c. Electrical system d. Steering system e. Gas system f. Fire protection g. Navigation lights h. Discharge prevention i. CE marked components c) <u>final inspection and trials</u> - Craft identifications, positioning, size ,composition and affixing. - Builder's plate - Protection from falling overboard and means of reboarding - Visibility from the main steering position - Liferaft stowage - Escape (when applicable) - Anchoring, mooring and towing. - Stability tests and handling tests when applicable. **Components and Engines** Witness all tests deemed necessary, or endorse the corresponding test reports.	#10 #15 #17 #36 #43 #58 #59 #67, #78
Production phase: Not covered by this module	**Production phase:** Not covered by this module	
To fulfil the requirements as outlined in RCD Annex VII.6 (report of all modifications to the approved product) the EC type certificate holders may follow the procedures as outlined in RFU #78.		

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ANNEX VII EC TYPE-EXAMINATION (Module B)

Recreational Craft Directive	CC Guide
9. The manufacturer or his authorized representative shall keep with the technical documentation copies of EC type-examination certificates and their additions for a period ending at least 10 years after the last product has been manufactured. *Where neither the manufacturer nor his authorized representative is established within the Community, the obligation to keep the technical documentation available shall be the responsibility of the person who places the product on the Community market.* *(*) A type may cover several versions of the product provided that the differences between the versions do not affect the level of safety and the other requirements concerning the performance of the product.*	— water injection/emulsion — air injection — charge cooling system 6.9 **Exhaust after-treatment** — oxidation catalyst — reduction catalyst — thermal reactor — particulates trap 7. **CHOICE OF THE PARENT ENGINE** 7.1 The parent engine of the family shall be selected using the primary criteria of the highest fuel delivery per stroke at the declared maximum torque speed. In the event that two or more engines share this primary criteria, the parent engine shall be selected using the secondary criteria of highest fuel delivery per stroke at rated speed. Under certain circumstances, the approval authority may conclude that the worst case emission rate of the family can best be characterised by testing a second engine. Thus, the approval authority may select an additional engine for test based upon features which indicate that it may have the highest emission levels of the engines within that family. 7.2 If engines within the family incorporate other variable features which could be considered to affect exhaust emissions, these features must also be identified and taken into account in the selection of the parent engine.”

ANNEX VII EC TYPE-EXAMINATION (Module B)

RSG Comments	RFU /ARFU
-none -	*- none -*

ANNEX VIII CONFORMITY TO TYPE (Module C)

Recreational Craft Directive	CC Guide
1. The manufacturer or his authorised representative established within the Community ensures and declares that the products concerned are in conformity with the type as described in the EC type-examination certificate and satisfy the requirements of the Directive that applies to them. The manufacturer shall affix the CE marking to each product and draw up a written declaration of conformity (see Annex XV). *2. The manufacturer shall take all measures necessary to ensure that the manufacturing process assures compliance of the manufactured products with the type as described in the EC type-examination certificate and with the requirements of the Directive that apply to them.* *3. The manufacturer or his authorised representative shall keep a copy of the declaration of conformity for a period ending at least 10 years after the last product has been manufactured.* *Where neither the manufacturer nor his authorised representative is established within the Community, the obligation to keep the technical documentation available shall be the responsibility of the person who places the product on the Community market (see Annex XIII).* *4. With regard to the assessment of conformity with the exhaust emission requirements of this Directive and if the manufacturer is not working under a relevant quality system as described in Annex XII, a notified body chosen by the manufacturer may carry out or have carried out product checks at random intervals. When the quality level appears unsatisfactory or when it seems necessary to verify the validity of the data presented by the manufacturer, the following procedure shall be used:* *An engine is taken from the series and subjected to the test described in Annex I.B. Test engines shall have been run in, partially or completely, according to the manufacturer's specifications. If the specific exhaust emissions of the engine taken from the series exceed the limit values according to Annex I.B, the manufacturer may ask for measurements to be done on a sample of engines taken from the series and including the engine originally taken. To ensure the conformity of the sample of engines defined above with the requirements of the Directive, the statistical method described in Annex XVII shall be applied.*	ANNEX VIII describes module C, which is the conformity to type module, which has always to be used in combination with module B (EC type-examination). No intervention of a notified body is required for the conformity assessment under module C, unless this module is used for assessing the conformity of engines with the exhaust emission requirements and the engine manufacturer is not working under a relevant quality system as described in Annex XII. In such case the procedure for involving a notified body in the production phase as described in section 4 has to be applied. The requirements in section 4 have been added through amending Directive 2003/44/EC. For application of this addition to module C for engine exhaust emissions, the notified body referred to in the first paragraph shall be the notified body chosen by the manufacturer for the application of EC type-examination (module B) described above. The reference to ‘an engine taken from the series’ in the second paragraph of section 4 means an engine taken from the series production of the engine family for an EC type-examined engine family under module B, or an engine taken from the series production of the engine model series where the engine model is not part of an EC-type examined engine family, but has been EC-type examined as engine model.

ANNEX VIII CONFORMITY TO TYPE (Module C)

<table>
<tr><td>RSG Comments</td><td colspan="2">RFU /ARFU</td></tr>
<tr><td colspan="2">This module is to be used in conjunction with module B (EC type-examination).</td><td rowspan="4">- none -</td></tr>
<tr><td>Manufacturer or his authorized representative or person placing the craft on the market:</td><td>Notified Body:</td></tr>
<tr><td>Design phase:
Not covered by this module (see module B).</td><td>Design phase:
Not covered by this module (see module B).</td></tr>
<tr><td>Production phase:
It is the obligation of the Manufacturer to take all measures necessary in order that the manufacturing process shall ensure compliance of the manufactured product with the technical documentation of the type and the applicable parts of the Essential requirements.
Note: In order to maintain the validity of the EC-type examination it is the Manufacturer’s responsibility, as required under module B, to inform the Notified Body of any change that may affect the conformity with the essential requirements.
Draw up the declaration of conformity, supply with each product and affix the CE mark.</td><td>Production phase:
Exhaust Emissions:
If the Manufacturer is not working under a relevant quality system as described in Annex XII, a Notified Body chosen by the Manufacturer may carry out or have carried out product checks at random intervals.
Craft, components and engines in regards to Design and Construction as well as Noise Emissions:
No intervention</td></tr>
</table>

Legal

ANNEX IX PRODUCTION QUALITY ASSURANCE (Module D)

Recreational Craft Directive	CC Guide
*ANNEX IX: **production quality assurance*** ***(Module D)*** *1. The manufacturer who satisfies the obligations of point 2 ensures and declares that the products concerned are in conformity with the type as described in the EC type examination certificate and satisfy the requirements of the Directive that apply to them. The manufacturer or his authorised representative established within the Community shall affix the CE marking to each product and draw up a written declaration of conformity (see Annex XV). The CE marking shall be accompanied by the distinguishing number of the notified body responsible for the monitoring as specified in point 4.* *2. The manufacturer shall operate an approved quality system for production, final product inspection and testing as specified in paragraph 3 and shall be subject to monitoring as specified in point 4.* *3. **Quality system*** *3.1. The manufacturer shall lodge an application for assessment of his quality system with a notified body of his choice, for the products concerned.* *The application shall include:* *- all relevant information for the product category envisaged,* *- the documentation concerning the quality system,* *- where appropriate, the technical documentation of the approved type (see Annex XIII) and a copy of the EC type-examination certificate.* *3.2. The quality system shall ensure compliance of the products with the type as described in the EC type-examination certificate and with the requirements of the Directive that apply to them.* *All the elements, requirements and provisions adopted by the manufacturer shall be documented in a systematic and orderly manner in the form of written policies, procedures and instructions. The quality system documentation must permit a consistent interpretation of the quality programmes, plan, manuals and records.* *It shall contain in particular an adequate description of:* *- the quality objectives and the organisational structure, responsibilities and powers of the management with regard to product quality,*	ANNEX IX describes the module D, which is the Production Quality Assurance module, and which has always to be used in combination with module B (EC type-examination).

ANNEX IX PRODUCTION QUALITY ASSURANCE (Module D)

RSG Comments	RFU /ARFU
This module is to be used in conjunction with module B (EC type-examination). This module refers to a quality system operated by the builder. The assessment under this module shall be performed by a NB, which may be different from the NB who assessed the product under module B. The two different following cases are to be considered: <u>1st Case: Quality system already approved:</u> As mentioned in A.3.3 of the text of the Directive, the NB shall presume conformity with the requirements referred to in point A.3.2 in respect of quality systems that implement the relevant harmonised standard. In conformity with the Council Decision 93/465/CEE, the harmonised standard referred to is the **EN ISO 9001:2000 as applicable**. Even if a quality system is certified according to the standard by an accredited certification body, the NB has the obligation to assess the system, in order to give approval. The purpose of module D is product certification, while the purpose of the harmonised standard is system certification. Accordingly, the assessment by the NB of quality systems, which are certified, should focus on the product-related parts of the system. The extent of the assessment has to be decided by the NB in each case. The NB may require modification of the system. When the approval of the NB is partly based on the system certification of an accredited certification body, the surveillance by the NB should concentrate on: - Validity of the certificate - Review of audit reports and corrective action - Focus on product related procedures and end product, rather than the system in general, during audits. <u>2nd Case: Quality system not approved</u> When the NB assesses an uncertified quality system normal procedures for system certification should be applied, again bearing in mind that product certification is the main object of the approval. Reference should be made to relevant parts of **EN ISO 9001:2000 as applicable** and not to the entire standard. The above also applies to the surveillance of the quality system by the NB.	#15 #36 #59 #73

Manufacturer or his authorized representative or person placing the craft on the market:	**Notified Body:**
Design phase: Not covered by this module (see module B).	**Design phase:** Not covered by this module. (see module B).

Legal

Recreational Craft Directive	CC Guide
- the manufacturing, quality control and quality assurance techniques, processes and systematic actions that will be used, *- the examinations and tests that will be carried out before, during and after manufacture, and the frequency with which they will be carried out,* *- the quality records, such as inspection reports and test data, calibration data, qualification reports of the personnel concerned, etc.,* *- the means to monitor the achievement of the required product quality and the effective operation of the quality system.* *3.3. The notified body shall assess the quality system to determine whether it satisfies the requirements referred to in point 3.2. It shall presume conformity with these requirements in respect of quality systems that implement the relevant harmonised standard.* *The auditing team shall have at least one member with experience of evaluation in the product technology concerned. The evaluation procedure shall include an inspection visit to the manufacturer's premises.* *The decision shall be notified to the manufacturer. The notification shall contain the conclusions of the examination and the reasoned assessment decision.* *3.4. The manufacturer shall undertake to fulfil the obligations arising out of the quality system as approved and to uphold it so that it remains adequate and efficient.* *The manufacturer or his authorised representative shall keep the notified body that has approved the quality system informed of any intended updating of the quality system.* *The notified body shall evaluate the modifications proposed and decide whether the amended quality system will still satisfy the requirements referred to in paragraph 3.2 or whether a reassessment is required.* *It shall notify its decisions to the manufacturer. The notification shall contain the conclusions of the examination and the reasoned assessment decision.* *4. **Surveillance under the responsibility of the notified body*** *4.1. The purpose of surveillance is to make sure that the manufacturer duly fulfils the obligations arising out of the approved quality system.*	*-none -*

ANNEX IX PRODUCTION QUALITY ASSURANCE (Module D)

RSG Comments		RFU /ARFU
Production phase: Quality system: Implementing a quality system including all processes in the company with a description of procedures ensuring conformity of the product production with the applicable essential requirements	**Production phase:** Check the quality System upon the following: **1st option**: **Check validity of certificates and proper implementation of the quality system in particular** with respect to the harmonised standard regarding points concerning the **production phase** of the product. **2nd option: Proper implementation of the quality system in general** with respect to the harmonised standard but with main focus on the design phase of the product. Procedures to ensure that relevant standards are considered with regard to the Essential requirements and the design category envisaged for the production process. For guidance the attached RSG check-list for module D may be used.	*- none -*
For both options: Ensure that appropriate contracts are made with subcontractors to ensure that the quality system requirements are applied by them.	For both options: If deemed necessary the Notified Body may have the right to assess as well proper consideration of quality system procedures at the subcontractor.	
The Manufacturer or his authorised representative established within the Community shall affix the CE marking to each product and draw up a written declaration of conformity (see Annex XV). The CE marking shall be accompanied by the distinguishing number of the Notified Body responsible for the monitoring	• Audit report to client with information of any findings RECOMMENDATION FOR IMPROVEMENT or DEFICIENCIES non conformities. If applicable follow up audit to assess any improvement of the system. • If deficiencies are found, which cannot be solved in a foreseeable amount of time, the Manufacturer may be recommended to apply for another module • If at the audit satisfies the requirements of Module D, certification is issued. With this the Manufacturer is authorized to state the Notified Body distinguishing number following the CE mark. • The audit report should inform about the next regular intermediate surveillance audit. The validity of certificates and the sequence of intermediate audits shall follow the audit procedure as required by the harmonised standard.	

Legal

ANNEX IX PRODUCTION QUALITY ASSURANCE (Module D)

Recreational Craft Directive	CC Guide
4.2. The manufacturer shall allow the notified body entrance for inspection purposes to the locations of manufacture, inspection and testing, and storage and shall provide it with all necessary information, in particular:- the quality system documentation, *- the quality records, such as inspection reports and test data, calibration data, qualification reports of the personnel concerned, etc.* *4.3. The notified body shall periodically carry out audits to make sure that the manufacturer maintains and applies the quality system and shall provide an audit report to the manufacturer.* *4.4. Additionally the notified body may pay unexpected visits to the manufacturer. During such visits the notified body may carry out, or cause to be carried out, tests to verify that the quality system is functioning correctly, if necessary. The notified body shall provide the manufacturer with a visit report and, if a test has taken place, with a test report.* *5. The manufacturer shall, for a period ending at least 10 years after the last product has been manufactured, keep at the disposal of the national authorities:* *- the documentation referred to in the second indent of the second subparagraph of point 3.1,* *- the updating referred to in the second subparagraph of point 3.4,* *- the decision and reports from the notified body which are referred to in the final subparagraph of point 3.4, point 4.3 and point 4.4.* *6. Each notified body shall give the other notified bodies the relevant information concerning the quality system approvals issued and withdrawn.*	*-none -*

ANNEX IX PRODUCTION QUALITY ASSURANCE (Module D)

CHECKLIST
RECREATIONAL CRAFT DIRECTIVE – MODULE D,
Quality System Assessment

Based on Decision No. 768/2008/EC of the European Parliament and of the Council

Manufacturer:

Type of product :

EC Type-Examination Certificate(s) :
(No. and issued by**)**

Quality System Documentation :
(Identification and date/rev. no**)**

Performed by:
(Date, name and signature)

Notified Body:
(Name and ID No.)

This checklist may be used for assessment of quality system documentation. All checkpoints are applicable, but the extent of required documentation may vary based on the size of the organisation and the complexity of the product(s)/processes. References are made to relevant clauses of EN ISO 9001 and EN ISO 12215-4 "Small craft – Hull construction and scantlings – Workshop and manufacturing.
Audits to verify the implementation and maintenance of the system shall be based on the approved quality system documentation and review of quality records. All checkpoints shall be used for initial and renewal certification audits, and as a minimum checkpoint 3 and 10 to 19 for periodical audits.

GENERAL REQUIREMENTS

The quality system shall ensure that the products are in conformity with the type described in the EC-type examination certificate and comply with the requirements of the legislative instrument that apply to them.	**Comments:**
All the elements, requirements and provisions adopted by the manufacturer shall be documented in a systematic and orderly manner in the form of written policies, procedures and instructions.	**Comments:**
The quality system documentation shall permit a consistent interpretation of the quality programmes, plans, manuals and records.	**Comments:**
Is the quality system certified?	**Comments:**

The quality system shall, in particular, contain an adequate description of the following:

ELEMENT/CHECKPOINT	EN ISO 9001	EN ISO 12215-4	COMMENTS
General / Management			
1. the processes and systematic actions that will be used, including any outsourced processes that effects product conformity	4.1	10.1	
2. the quality objectives	5.1		
3. the means of monitoring the achievement the effective operation of the quality system	5.6 8.2.1 8.2.2		
4. the organisational structure	5.1.1		

CHECKLIST - RECREATIONAL CRAFT DIRECTIVE - MODULE D

ELEMENT/CHECKPOINT	EN ISO 9001	EN ISO 12215-4	COMMENTS
1. the responsibilities and powers of the management with regard to product quality	5.1.1	8.2, 10.3	
2. necessary competence for personnel performing work affecting product quality	6.2.2	8.1	
3. the work environment needed to achieve conformity to product requirements	6.4	10.1 + 3.1/4.2/ 5.1/6.1	
4. control of the documents required by the quality system	4.2.3		
5. control of the quality records, such as inspection reports and test data, calibration data, qualification reports on the personnel concerned, etc.	4.2.4	10.2	
Product realization			
6. criteria for selection and evaluation of suppliers	7.4.1		
7. purchasing information	7.4.2		
8. verification of purchased product	7.4.3	3.2./4.1 .2.2	
9. documents necessary to ensure manufacturing in conformity with the type as described in the EC-type examination certificate. (Such as product specifications, drawings, process specifications, work instructions, etc.)	7.5.1	10.1 + 3 / 4 / 5 / 6 / 7	
10. the examinations and tests that will be carried out before and during manufacture, and the frequency with which they will be carried out.	8.1 8.2.4	9 + 3 / 4 / 5 / 6 / 7	
11. the examinations and tests that will be carried out after manufacture.	8.1 8.2.4	9	
12. control of monitoring and measuring equipment.	7.6		
13. the means of monitoring the achievement of the required product quality	8.2.4	9	
14. control of nonconforming product	8.3	10.2	
15. the quality records. (Such as inspection reports and test data, monitoring records, calibration data, qualification reports on the personnel concerned, etc)	8.2.4	9, 10.2	

ADDITIONAL COMMENTS:

ANNEX X PRODUCT VERIFICATION (Module F)

Recreational Craft Directive	CC Guide
ANNEX X: ***PRODUCT VERIFICATION*** ***(Module F)*** *1. This module describes the procedure whereby a manufacturer or his authorised representative established within the Community checks and attests that the products subject to the provisions of point 3 are in conformity with the type as described in the EC type-examination certificate and satisfy the requirements of the Directive that apply to them.* *2. The manufacturer shall take all measures necessary in order that the manufacturing process ensures conformity of the products with the type as described in the EC type examination certificate and with the requirements of the Directive that apply to them. The manufacturer or his authorised representative established within the Community shall affix the CE marking to each product and shall draw up a declaration of conformity (see Annex XV).* *3. The notified body shall carry out the appropriate examinations and tests in order to check the conformity of the product with the requirements of the Directive either by examination and testing of every product as specified in point 4 or by examination and testing of products on a statistical basis, as specified in point 5, at the choice of the manufacturer.* *3a. The manufacturer or his authorised representative shall keep a copy of the declaration of conformity for a period ending at least 10 years after the last product has been manufactured.* *4.* ***Verification by examination and testing of every product*** *4.1. All products shall be individually examined and appropriate tests as set out in the relevant standard(s) referred to in Article 5 or equivalent tests shall be carried out in order to verify their conformity with the type as described in the EC type-examination certificate and the requirements of the Directive that apply to them.* *4.2. The notified body shall affix, or cause to be affixed, its distinguishing number to each approved product and draw up a written certificate of conformity relating to the tests carried out.* *4.3. The manufacturer or his authorised representative shall ensure that he is able to supply the notified body's certificates of conformity on request.*	This amendment to section 5.3 adds a reference to Annex XVII (statistical method) for statistical verification of a sample with respect to exhaust emissions. It should be noted that also in module Aa (Annex VI) and module C (Annex VIII) a reference is made to this statistical method for verification of compliance with the exhaust emission requirements by an engine family. Annex X describes the module F, which is the Product Verification module, and which has always to be used in combination with module B (EC type-examination).

ANNEX X PRODUCT VERIFICATION (Module F)

<table>
<tr><th>RSG Comments</th><th></th><th>RFU /ARFU</th></tr>
<tr><td colspan="2">This module is to be used in conjunction with Module B (EC Type-examination)
The assessment under this module shall be performed by a NB, which may be different from the NB who assessed the product under module B.</td><td rowspan="4">#15
#36
#59</td></tr>
<tr><td>Manufacturer or his authorizedrepresentative or person placing the product on the market:</td><td>Notified Body:</td></tr>
<tr><td>Design phase:
Not covered by this module.</td><td>Design phase:
Not covered by this module.</td></tr>
<tr><td>Production phase:
It is the obligation of the Manufacturer to take all measures necessary in order that the manufacturing process shall ensure compliance of the manufactured product with the technical documentation of the type and the applicable parts of the Essential requirements.
Note: In order to maintain the validity of the EC-type examination it is the Manufacturer’s responsibility, as required under module B, to inform the Notified Body of any change that may affect the conformity with the essential requirements.
The Manufacturer chooses the verification procedure by examination and testing of every product or by statistical verification of products when presented in homogeneous lots.
<u>For verification by examination of every product.</u>
The Manufacturer shall make the product available for verification.
<u>For statistical verification.</u>
The Manufacturer shall present the products physically available for inspection in the form of homogeneous lots.
Homogeneity of the lot shall be confirmed by registrations showing no change in raw materials, components, production processes or instructions during the production phase.
The Manufacturer affixes the CE marking to each product.
The Manufacturer may, under the responsibility of the Notified Body, affix the latter's distinguishing number during the manufacturing process.</td><td>Production phase:
<u>Verification by examination of every product.</u>
This verification shall include all relevant essential requirements (ER).
<u>Statistical verification.</u>
If statistical verification is agreed the method should be according to ISO 2859-1
The Notified Body shall assess the homogeneity of the lot and the complexity of the product and determine if statistical verification is feasible.
Sample size, sampling plan and AQL to be decided by the Notified Body based on the lot size and the complexity of the product.
For Recreational Craft the following is recommended:
• Each relevant ER shall be considered as an inspection item.
• Sample size:
Based on ISO 2859-1, Table 1, General Inspection Level “I”
• Sampling plan:
According to ISO 2859-1 Table 2-A
• Acceptance quality limit (AQL): 1,0
If a lot is found not acceptable, all items shall be re-examined until the Notified Body is satisfied that all nonconforming items have been rectified/replaced. The Notified Body shall determine whether the re-examination shall include all inspection items, or only the particular types of nonconformities which caused initial non-acceptance.</td></tr>
</table>

Legal

ANNEX X PRODUCT VERIFICATION (Module F)

Recreational Craft Directive	CC Guide
*5. **Statistical verification*** *5.1. The manufacturer shall present his products in the form of homogeneous lots and shall take all measures necessary in order that the manufacturing process ensures the homogeneity of each lot produced.* *5.2. All products shall be available for verification in the form of homogeneous lots. A random sample shall be drawn from each lot. Products in a sample shall be individually examined and appropriate tests as set out in the relevant standard(s) referred to in Article 5, or equivalent tests, shall be carried out to ensure their conformity with the requirements of the Directive which apply to them and to determine whether the lot is accepted or rejected.* *5.3. The statistical procedure shall use the following elements:* *- the statistical method to be applied,* *- the sampling plan with its operational characteristics.* *For the assessment of conformity with the exhaust emission requirements, the procedure defined in Annex XVII shall be applied.* *5.4. In the case of accepted lots, the notified body shall affix, or cause to be affixed, its distinguishing number to each product and shall draw up a written certificate of conformity relating to the tests carried out. All products in the lot may be put on the market except those products from the sample which were found not to be in conformity.* *If a lot is rejected, the notified body or the competent authority shall take appropriate measures to prevent the putting on the market of that lot. In the event of frequent rejection of lots the notified body may suspend the statistical verification.* *The manufacturer may, under the responsibility of the notified body, affix the latter's distinguishing number during the manufacturing process.* *5.5. The manufacturer or his authorised representative shall ensure that he is able to supply the notified body's certificates of conformity on request.*	*-none -*

ANNEX X PRODUCT VERIFICATION (Module F)

RSG Comments		RFU /ARFU
Draws up a declaration of conformity Keeps all relevant technical information, the Notified Body's certificate of conformity and a copy of the declaration of conformity at the disposal of the surveillance authorities for a period of 10 years after the last product has been manufactured.		- *none* -

ANNEX XI UNIT VERIFICATION (Module G)

Recreational Craft Directive	CC Guide
1. This module describes the procedure whereby the manufacturer ensures and declares that the product concerned, which has been issued with the certificate referred to in point 2, conforms to the requirements of the Directive that apply to it. The manufacturer or his authorised representative established within the Community shall affix the CE marking to the product and draw up a declaration of conformity (see Annex XV). *2. The notified body shall examine the individual product and carry out the appropriate tests as set out in the relevant standard(s) referred to in Article 5, or equivalent tests, to ensure its conformity with the relevant requirements of the Directive.* *The notified body shall affix, or cause to be affixed, its distinguishing number on the approved product and shall draw up a certificate of conformity concerning the tests carried out.* *3. The aim of the technical documentation is to enable conformity with the requirements of the Directive to be assessed and the design, manufacture and operation of the product to be understood (see Annex XIII).*	Annex XI describes the module G, which is the Unit Verification module.

ANNEX XI UNIT VERIFICATION (Module G)

RSG Comments		RFU /ARFU
Manufacturer or his authorized representative or person placing the product on the market:	**Notified Body:**	#15 #36 #59 #67 #73
Design and construction phase: To ensure that individual product meets the requirements of the Directive, it is the obligation of the Manufacturer or his authorized representative in the Community to: • apply for the Unit Verification and places at the disposal of the Notified Body (NB) the product. • provide before the beginning of the manufacturing process the technical information needed by the NB at this stage • agree with the NB on examinations, tests, procedures, equivalent calculations, or controls to be undertaken • ensure at the time of inspection that the relevant technical documentation is available to the NB. • demonstrate the conformity of the product by tests and/or calculations where necessary • • establish the technical documentation in accordance with Annex XIII of the Directive and the Owner's Manual in accordance with Annex I.A.2.5 and I.C.2 of the Directive.	**Design and construction phase:** A Notified Body (NB) shall ascertain and attest that the presented product meets the provisions of the Directive. The NB shall: ▪ witness all tests deemed necessary, or endorse the corresponding test reports ▪ verify calculations ▪ examine the technical documentation established by the manufacturer covering all relevant objectives stated by the Essential requirements of the Directive. The documentation shall be in compliance with Annex XIII, detailed in a further paragraph of this RSG Guideline (Annex XIII). ▪ check the compliance of the product, with the examined technical documentation When conformity to the Directive has been verified, a Certificate of Conformity is issued by the NB. This certificate shall contain the name and address of the Manufacturer, conclusions of the examination and tests carried out, conditions for its validity and the necessary data for identification of the approved product The Notified Body shall affix, or cause to be affixed, it's distinguishing number on the approved product. **Craft (design and construction)** The technical documentation shall be in compliance with Annex XIII, detailed in a further paragraph of this RSG Guideline (Annex XIII). This documentation can not be limited to leaflets for boat shows, and is to be composed of drawings, list of applied standards or documented solutions followed, documents, list of CE marked components including their DOCs, test reports, construction procedures, as appropriate.	

Legal

ANNEX XI UNIT VERIFICATION (Module G)

Recreational Craft Directive	CC Guide
-none -	*-none -*

ANNEX XI UNIT VERIFICATION (Module G)

RSG Comments		RFU /ARFU
- none -	In general the assessment involves visiting the workshop and witnessing the different steps of the construction of the craft (from hull construction till the final manufacturer's tests); and include the examination of construction processes in particular, for example composite construction which is highly dependant on the production procedures. Test specimens may support the verification The following minimum survey activities must be performed (when applicable by random checks) with regards to 1. Construction If necessary for the assessment of the structure, surveys shall be carried out during selected phases of the project. ▪ verification of dimensions and position of structural members and enforcements ▪ visual inspection of construction details ▪ spot check of the specimen's construction process. (laminating, welding, gluing, etc.) 2. Installations Verification of technical installations, i.e.: ▪ Engine and engine spaces ▪ Fuel system ▪ Engine and engine spaces ▪ Electrical system ▪ Steering system ▪ Gas system ▪ Fire protection ▪ Navigation lights ▪ Discharge prevention ▪ CE marked components 3. Final inspection and trials ▪ Craft identifications positioning, size, composition and affixing. ▪ Builder's plate ▪ Protection from falling overboard and means of reboarding ▪ Visibility from the main steering position ▪ Liferaft stowage)	*- none -*

Legal

ANNEX XI UNIT VERIFICATION (Module G)

Recreational Craft Directive	CC Guide
-none -	*-none -*

ANNEX XI UNIT VERIFICATION (Module G)

Legal

RSG Comments		RFU /ARFU
- none -	▪ Escape (when applicable) ▪ Anchoring, mooring and towing. ▪ Stability tests and handling tests when applicable **Components (design and construction):** Apply the corresponding ISO standard and witness all tests deemed necessary, or endorse the corresponding test reports. **Emissions** 1. <u>Noise emissions</u> Apply EN ISO 14509 or alternative methods given by the directive (e.g. P/D ratio, certified reference boat) 2. <u>Exhaust emissions</u> Apply EN ISO 8178-1 **Note:** For post-construction assessment refer to Article 8 of the RSG Guidelines.	*- none -*
Production phase Not covered by this module Draw up the declaration of conformity, supply with each product and affix the CE mark. The Manufacturer shall, under the responsibility of the Notified Body, affix the latter's distinguishing number.	**Production phase** Not covered by this module	

ANNEX XII FULL QUALITY ASSURANCE (Module H)

Recreational Craft Directive	CC Guide
ANNEX XII: ***full quality assurance*** ***(Module H)*** *1. This module describes the procedure whereby the manufacturer who satisfies the obligations of paragraph 2 ensures and declares that the products concerned satisfy the requirements of the Directive that apply to them. The manufacturer or his authorised representative established within the Community shall affix the CE marking to each product and draw up a written declaration of conformity (see Annex XV). The CE marking shall be accompanied by the distinguishing number of the notified body responsible for the surveillance as specified in point 4.* *2. The manufacturer shall operate an approved quality system for design, manufacture and final product inspection and testing as specified in point 3 and shall be subject to surveillance as specified in point 4.* *3.* ***Quality system*** *3.1. The manufacturer shall lodge an application for assessment of his quality system with a notified body.* *The application shall include:* *- all relevant information for the product category envisaged,* *- the quality system's documentation.* *3.2. The quality system shall ensure compliance of the products with the requirements of the Directive that apply to them.* *All the elements, requirements and provisions adopted by the manufacturer shall be documented in a systematic and orderly manner in the form of written policies, procedures and instructions. This quality system documentation shall ensure a common understanding of the quality policies and procedures such as quality programmes, plans, manuals and records.* *It shall contain in particular an adequate description of:* *- the quality objectives and the organisational structure, responsibilities and powers of the management with regard to design and product quality,*	Annex IX describes the module H, which is the Full Quality Assurance module.

ANNEX XII FULL QUALITY ASSURANCE (Module H)

<table>
<tr><th>RSG Comments</th><th>RFU /ARFU</th></tr>
<tr><td colspan="2">
The two different following cases are to be considered:
<u>1st Case: Quality system already approved:</u>
As mentioned in 3.3 of the text of the Directive, the NB shall presume conformity with the requirements referred to in point 3.2 in respect of quality systems that implement the relevant harmonised standard. In conformity with the Council Decision 93/465/CEE, the harmonised standard referred to is the EN 29001 EN ISO 9001:2000.
Even if a quality system is certified according to the standard by an accredited certification body, the NB has the obligation to assess the system, in order to give approval. The purpose of module H is product certification, while the purpose of the harmonised standard is system certification. Accordingly, the assessment by the NB of quality systems, which are certified, should focus on the product-related parts of the system. The extent of the assessment has to be decided by the NB in each case. The NB may require modification of the system.
When the approval of the NB is partly based on the system certification of an accredited certification body, the surveillance by the NB should concentrate on:
- Validity of the certificate
- Review of audit reports and corrective action
- Focus on product related procedures and end product, rather than the system in general, during audits.
<u>2nd Case: Quality system not approved</u>
When the NB approves an uncertified quality system normal procedures for system certification should be applied, again bearing in mind that product certification is the main object of the approval. Reference should be made to relevant parts of EN 29001 EN ISO 9001:2000 and not to the entire standards.
The above also applies to the surveillance of the quality system by the NB.
</td><td rowspan="3">#15
#36
#59
#67</td></tr>
<tr><td>Manufacturer or his authorized representative or person placing the craft on the market:</td><td>Notified Body:</td></tr>
<tr><td>Design phase:
Quality system:
• Implementing a quality system comprising all process in the company and including a description of procedures ensuring conformity of the <u>product design</u> with the applicable essential requirements.
The quality system shall ensure compliance of the products with the requirements of the Directive that apply to them (see point 3.2)</td><td>Design phase:
Check the quality System upon the following:
1st option: Check validity of QS certificates plus the proper implementation of the quality system in particular with respect to the harmonised standard regarding points concerning the design phase of the product.
2nd option: Proper implementation of the quality system in general with respect to the harmonised standard but with main focus on the design phase of the product.</td></tr>
</table>

Legal

ANNEX XII FULL QUALITY ASSURANCE (Module H)

Recreational Craft Directive	CC Guide
- the design control and design verification techniques, processes and systematic actions that will be used when designing the products pertaining to the product category covered, *- the corresponding manufacturing, quality control and quality assurance techniques, processes and systematic actions that will be used,* *- the examinations and tests that will be carried out before, during and after manufacture, and the frequency with which they will be carried out,* *- the technical design specifications, including standards, that will be applied and, where the standards referred to in Article 5 will not be applied in full, the means that will be used to ensure that the essential requirements of the Directive that apply to the products will be met,- the quality records, such as inspection reports and test data, calibration data, qualification reports of the personnel concerned, etc.,* *- the means to monitor the achievement of the required design and product quality and the effective operation of the quality system.* *3.3. The notified body shall assess the quality system to determine whether it satisfies the requirements referred to in point 3.2. It shall presume compliance with these requirements in respect of quality systems that implement the relevant harmonised standard (EN 29001).* *The auditing team shall have at least one member experienced as an assessor in the product technology concerned. The evaluation procedure shall include an assessment visit to the manufacturer's premises.* *The decision shall be notified to the manufacturer. The notification shall contain the conclusions of the examination and the reasoned assessment decision.* *3.4. The manufacturer shall undertake to fulfil the obligations arising out of the quality system as approved and to uphold it so that it remains adequate and efficient.* *The manufacturer or his authorised representative shall keep the notified body that has approved the quality system informed of any intended updating of the quality system.* *The notified body shall evaluate the modifications proposed and decide whether the amended quality system will still satisfy the requirements referred to in paragraph 3.2 or whether a reassessment is required.* *It shall notify its decision to the manufacturer. The notification shall contain the conclusions of the examination and the reasoned assessment decision.*	*-none -*

ANNEX XII FULL QUALITY ASSURANCE (Module H)

RSG Comments		RFU /ARFU
	For 1st and 2nd option: • Information **on harmonised standards used** to ensure compliance with the Directive • **Description of alternative methods used** for points where harmonised standards are not complied with. Procedures to ensure that relevant standards are considered with regard to the Essential requirements and the design category envisaged for the design process.	- *none* -
Production phase: Quality system: Implementing a quality system including all processes in the company with a description of procedures ensuring conformity of the product production with the applicable essential requirements. *The quality system shall ensure compliance of the products with the requirements of the Directive that apply to them (see point 3.2)*	**Production phase:** Check the quality System upon the following: • **1st option**: **Check proper implementation of the quality system in particular** with respect to the harmonised standard regarding points concerning the **production phase** of the product. • **2nd option: Proper implementation of the quality system in general** with respect to the harmonised standard but with main focus on the design phase of the product. Procedures to ensure that relevant standards are considered with regard to the Essential requirements and the design category envisaged for the production process.	
For both options: Ensure that appropriate contracts are made with subcontractors to ensure that the quality system requirements are applied by them.	For both options: If deemed necessary the Notified Body may have the right to assess as well proper consideration of quality system procedures at the subcontractor.	
The Manufacturer shall undertake to fulfil the obligations arising out of the quality system as approved and to uphold it so that it remains adequate and efficient.	Audit report to client with information of any findings minor or mayor non conformities. If applicable follow up audit to assess any improvement of the system.	

Legal

ANNEX XII FULL QUALITY ASSURANCE (Module H)

Recreational Craft Directive	CC Guide
*4. **EC surveillance under the responsibility of the notified body*** *4.1. The purpose of surveillance is to make sure that the manufacturer duly fulfils the obligations arising out of the approved quality system.* *4.2. The manufacturer shall allow the notified body entrance for inspection purposes to the locations of design, manufacture, inspection and testing, and storage, and shall provide it with all necessary information, in particular:* *- the quality system documentation,* *- the quality records as foreseen by the design part of the quality system, such as results of analyses, calculations, tests, etc.,* *- the quality records as foreseen by the manufacturing part of the quality system, such as inspection reports and test data, calibration data, qualification reports of the personnel concerned, etc.* *4.3. The notified body shall periodically carry out audits to make sure that the manufacturer maintains and applies the quality system and shall provide an audit report to the manufacturer.* *4.4. Additionally the notified body may pay unexpected visits to the manufacturer. At the time of such visits, the notified body may carry out tests or have them carried out in order to check the proper functioning of the quality system where necessary; it shall provide the manufacturer with a visit report and, if a test has been carried out, with a test report.* *5. The manufacturer shall, for a period ending at least 10 years after the last product has been manufactured, keep at the disposal of the national authorities:* *- the documentation referred to in the second indent of the second subparagraph of point 3.1,* *- the updating referred to in the second subparagraph of point 3.4,* *- the decisions and reports from the notified body which are referred to in the final subparagraph of point 3.4, point 4.3 and point 4.4.* *6. Each notified body shall forward to the other notified bodies the relevant information concerning the quality system approvals issued and withdrawn.*	*-none -*

ANNEX XII FULL QUALITY ASSURANCE (Module H)

RSG Comments		RFU /ARFU
The Manufacturer or his authorised representative shall keep the Notified Body that has approved the quality system informed of any intended updating of the quality system.	• If at least after the second follow up audit the requirements of Module H are satisfied, certification is issued. The audit report should inform about the next regular intermediate surveillance audit. The validity of certificates and the sequence of intermediate audits shall follow the audit procedure as required by the harmonised standard.	- *none* -

ANNEX XVI PRODUCT QUALITY ASSURANCE (Module E)

Recreational Craft Directive	CC Guide
*ANNEX XVI : **PRODUCT QUALITY ASSURANCE (MODULE E)*** *1. This module describes the procedure whereby the manufacturer who satisfies the obligations of point 2 ensures and declares that the products concerned are in conformity with the type as described in the EC type-examination certificate and satisfy the requirements of the directive that apply to them. The manufacturer or his authorised representative established within the Community must affix the CE mark to each product and draw up a written declaration of conformity. The CE mark must be accompanied by the identification symbol of the notified body responsible for surveillance as specified in point 4.* *2. The manufacturer must operate an approved quality system for final product inspection and testing as specified in point 3 and must be subject to surveillance as specified in point 4.* *3. **Quality system*** *3.1. The manufacturer must lodge an application for assessment of his quality system for the products concerned, with a notified body of his choice.* *The application must include:* *– all relevant information for the product category envisaged,* *– the quality system's documentation,* *– if applicable, the technical documentation of the approved type and a copy of the EC type-examination certificate.* *3.2. Under the quality system, each product must be examined and appropriate tests as set out in the relevant standard(s) referred to in Article 5 or equivalent tests shall be carried out in order to ensure its conformity with the relevant requirements of the directive. All the elements, requirements and provisions adopted by the manufacturer must be documented in a systematic and orderly manner in the form of written policies, procedures and instructions. This quality system documentation must ensure a common understanding of the quality programmes, plans, manuals and records.* *It must contain in particular an adequate description of:* *– the quality objectives and the organisational structure, responsibilities and powers of the management with regard to product quality,* *– the examinations and tests that will be carried out after manufacture,*	Annex XVI has been added through amending Directive 2003/44/EC and describes conformity assessment module E, always to be used in combination with EC-type approval (Module B), and which can only be used when specified by Article 8 (i.e. not for components and not for noise emissions).

ANNEX XVI PRODUCT QUALITY ASSURANCE (Module E)

RSG Comments	RFU /ARFU
This module is to be used in conjunction with module B (EC type-examination). This module refers to a quality system operated by the builder. The assessment under this module shall be performed by a NB, which may be different from the NB who assessed the product under module B. The two different following cases are to be considered: <u>1st Case: Quality system already approved:</u> As mentioned in Annex XVI 3.3 of the text of the Directive, the NB shall presume conformity with the requirements referred to in point Annex XVI 3.2 in respect of quality systems that implement the relevant harmonised standard. In conformity with the Council Decision 93/465/CEE, the harmonised standard referred to is the EN 29003. Even if a quality system is certified according to the standard by an accredited certification body, the NB has the obligation to assess the system, in order to give approval. The purpose of module E is product certification, while the purpose of the harmonised standard is system certification. Accordingly, the assessment by the NB of quality systems, which are certified, should focus on the product-related parts of the system. The extent of the assessment has to be decided by the NB in each case. The NB may require modification of the system.	#15 #36 #59 #73

Legal

ANNEX XVI PRODUCT QUALITY ASSURANCE (Module E)

Recreational Craft Directive	CC Guide
– *the means to monitor the effective operation of the quality system,* – *quality records, such as inspection reports and test data, calibration data, qualification reports of the personnel concerned, etc.* *3.3. The notified body must assess the quality system to determine whether it satisfies the requirements referred to in point 3.2.* *It presumes conformity with these requirements in respect of quality systems that implement the relevant harmonised standard.* *The auditing team must have at least one member experienced as an assessor in the product technology concerned. The assessment procedure must include an assessment visit to the manufacturer's premises.* *The decision must be notified to the manufacturer. The notification must contain the conclusions of the examination and the reasoned assessment decision.* *3.4. The manufacturer must undertake to fulfil the obligations arising from the quality system as approved and to maintain it in an appropriate and efficient manner.* *The manufacturer or his authorised representative must keep the notified body which has approved the quality system informed of any intended updating of the quality system.* *The notified body must evaluate the modifications proposed and decide whether the modified quality system will still satisfy the requirements referred to in point 3.2 or whether a re-assessment is required.* *It must notify its decision to the manufacturer. The notification must contain the conclusions of the examination and the reasoned assessment decision.* *4.* ***Surveillance under the responsibility of the notified body*** *4.1. The purpose of surveillance is to make sure that the manufacturer duly fulfils the obligations arising out of the approved quality system.* *4.2. The manufacturer must allow the notified body entrance for inspection purposes to the locations of inspection, testing and storage and shall provide it with all necessary information, in particular:* – *the quality system documentation,* – *the technical documentation,*	*-none -*

ANNEX XVI PRODUCT QUALITY ASSURANCE (Module E)

RSG Comments	RFU /ARFU
-none -	*- none -*

ANNEX XVI PRODUCT QUALITY ASSURANCE (Module E)

Recreational Craft Directive	CC Guide
– the quality records, such as inspection reports and test data, calibration data, qualification reports of the personnel concerned, etc. *4.3. The notified body must periodically carry out audits to ensure that the manufacturer maintains and applies the quality system and must provide an audit report to the manufacturer.* *4.4. Additionally, the notified body may pay unexpected visits to the manufacturer. At the time of such visits, the notified body may carry out tests or have them carried out in order to check the proper functioning of the quality system where necessary; it must provide the manufacturer with a visit report and, if a test has been carried out, with a test report.* *5. The manufacturer must, for a period ending at least 10 years after the last product has been manufactured, keep at the disposal of the national authorities:* *– the documentation referred to in the third indent of the second subparagraph of point 3.1,* *– the updating referred to in the second subparagraph of point 3.4,* *– the decisions and reports from the notified body which are referred to in the final subparagraph of point 3.4, points 4.3 and 4.4.* *6. Each notified body must forward to the other notified bodies the relevant information concerning the quality system approvals issued and withdrawn.*	*-none -*

ANNEX XVI PRODUCT QUALITY ASSURANCE (Module E)

RSG Comments	RFU /ARFU
-none -	*- none -*

Article 8 POST CONSTRUCTION ASSESSMENT (Module PCA)

*Reference is made to **Article 8(Conformity Assessment)** of the Directive as described above including explanation fo the CC Guide.*

*Cross reference: **PART II – Chapter II -** on page 51*

<table>
<tr><td colspan="2">RSG Comments</td><td>RFU /ARFU</td></tr>
<tr><td colspan="2"><u>General Comments</u>
In accordance with Article 8 of the Directive, the Manufacturer shall, before producing and placing his products on the market, apply the conformity assessment procedure foreseen in relation to the boat design category and hull length. However, in certain cases, it is necessary for craft and PWC with their installed engines and components to be certified, in line with Article 8.1 of the RCD, after they have been built. These are those craft and PWC, where the Manufacturer does not want to take responsibility for placing it on an EEA market. These are not necessarily used craft or PWC, but also new ones, where imported e.g. by private persons. All Essential requirements are applicable for such craft and PWC. This includes design, construction, noise and exhaust. Where Essential Requirements require a harmonised standard to be used, this applies equally to PCA. The post construction assessment report issued by the Notified Body has to cover all these requirements and must be an individual assessment of each craft and PWC.

In the Directive no modules are defined for post construction assessment. RSG recommends Notified Bodies to apply the following .procedures.</td><td rowspan="5">#73
#82
#98</td></tr>
<tr><td colspan="2">Procedure to be applied for Post construction:</td></tr>
<tr><td>Applicant:</td><td>Notified Body:</td></tr>
<tr><td>1. Apply for post construction assessment for the individual product with one Notified Body for all essential requirements (Annexes 1a, 1b and 1c).</td><td>1. Examines the available technical documentation and/or historical data provided by the applicant.</td></tr>
<tr><td>2. Provide all available relevant technical documentation and/or historical data to the Notified Body.</td><td>2. The Notified Body shall assess which information is still missing and communicate this to the applicant.</td></tr>
<tr><td>3. Agree with the Notified Body who will draw up the missing technical information. This information may be drawn up by the applicant or a consult.
This information will then be provided to the Notified body.
Alternatively the Notified body may collect the required information as a part of the assessment.</td><td>3. Assess the individual craft/PWC by means of:
- an onboard survey,
- a visual hull inspection,
- sea trials if required,
- flotation and/or stability tests if required,
- component tests and other tests if required
. checking compliance with noise
. and exhaust emission requirements</td></tr>
</table>

Article 8 POST CONSTRUCTION ASSESSMENT

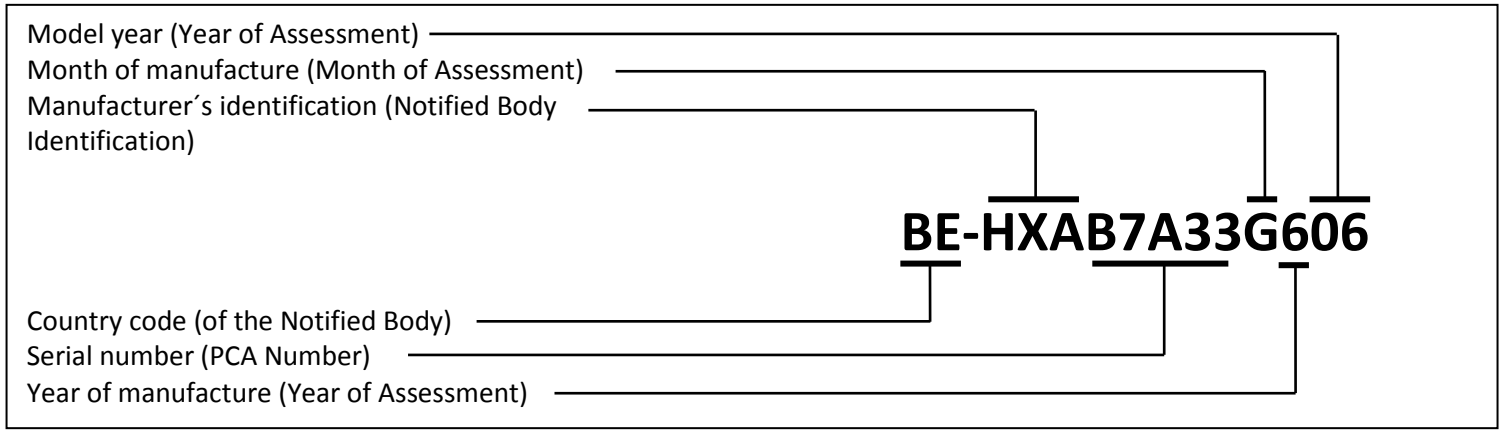
RSG Comments		RFU /ARFU
Applicant:	**Notified Body:**	
4. Provide the individual craft to the Notified body. This may be in- and/or outside the water at the discretion of the Notified Body.	4. Assess the equivalent conformity of the individual craft with the relevant requirement(s) using the information provided and information gathered from the inspection of the craft and communicate all non conformities found to the applicant.	
5. Provide the owner's manual.	5. Assess the owner's manual and provide information of its deficiencies.	
6. Address all non-conformities identified by the Notified Body. Provide the vessel to the Notified body for reassessment of the corrections of the non conformities.	6. Re-asses non conformant items that have been corrected.	
7. The applicant affixes the CIN assigned by the Notified Body.	7. The Notified Body assigns the applicant with a CIN including the MIC assigned to the Notified Body by his national authority or organisation.	
8. The applicant affixes the builder's plate including CE marking and the wording "Post Construction Certificate".	8. When equivalent conformity to the Directive has been verified, a report of conformity shall be produced. A Post Construction Report of Conformity shall be issued by the Notified Body. The certificate contains the name and address of the applicant, conclusions of the examination, and conditions for its validity and the necessary data for identification of the approved product.	
9. Draw up the declaration of conformity.	9. Inform the applicant of his obligation with regards to the declaration of conformity which is to be annexed to the report of conformity and to be included into the owner's manual.	

As examples, the following boats are covered by post construction assessment, where the Manufacturer or his authorised representative does not fulfil the responsibility that the boat conforms with the requirement of the Directive:

- boats neither placed on the market nor put into service in the present EEA Member State territory prior to the full application date of the Directive
- boats intended solely for racing or experimental craft, subsequently placed on the market as recreational craft and therefore required to be CE marked in accordance with the Directive.
- Craft where the purpose of use has changed to recreational use (e.g. former commercial boats)

Attention is drawn to the responsibility and the legal aspects, having the owner, the importer, or the person placing the craft on the market or putting it into service in the EEA, as applicable, to assume the role of the Manufacturer and being identified as the responsible person in this context (not being the authorised Manufacturers representative).

For PCA assessment all requirements of the directive, i.e. design, noise and exhaust need to be covered. In case a craft has to be assessed, which obviously has provisions for inboard or stern drive engine installations or the propulsion engine installation has been removed, the PCA can only be completed and be valid after the engine installation has been fitted and the craft/engine installation has been assessed on its compliance with the exhaust and noise emission requirements."

RSG Comments	RFU /ARFU
Procedure to be applied for PCA (assessment of requirements acc. Annex I): **A.1. Boat Design Categories**: see Annex I of the Guidelines **A.2.1. Craft identification**: The scope of the requirement is to identify each craft with some indications relevant to the Manufacturer. In case such information are missing or unidentified (e.g.: the date of build or model year when the builder is unknown) it becomes the responsible person's duty to act as though he was the original builder and include such details in the CIN. The NB should assign the MIC for Recreational craft which are subject to PCA in combination with a digit code to allow unique identification. Annex I.A.2.1. requires the use of EN ISO 10087 for coding as illustrated in the following. For PCA the principles of this standard are applied with the following modifications:  **A.2.2. Builder's plate**: the responsible person takes the role of the Manufacturer and includes his name on the plate. **A.2.3. Protection from falling overboard and means of reboarding**: see Part II Annex I.A.2.3 of the Guidelines **A.2.4. Visibility from the main steering position:** see Part II Annex I.A.2.4 of the Guidelines **A.2.5. Owner's manual:** the responsible person shall ensure that the manual is provided in accordance with Annex I of the Guidelines **A.3.1. Structure**: in order to assess the strength of the structure it is recommended to obtain as much information as possible concerning hull construction and scantlings (e.g.: past acceptability by Certification Bodies or Local Authorities or declaration of conformity in accordance with the Annex III of the Directive) and any possible empirical data (e.g.: details of voyages undertaken or record relevant to adequate experience of safe operation in an area where the sea and weather condition are not less than those applicable in the Design Category). If there is insufficient documentation to assess construction of the boat or insufficient empirical data to demonstrate adequate strength compliance, then tests may also be carried out. A hull inspection should then be carried out in order to assess satisfactorily the conditions of the boat.	*- none -*

Article 8 POST CONSTRUCTION ASSESSMENT

RSG Comments	RFU /ARFU
A.3.2. and A.3.3 Stability & Freeboard and Buoyancy &Flotation: see Part II Annex I.A.3.2 of the Guidelines. *For all design categories, a Notified Body is required to have assessed this Essential Safety Requirement* For A & B category boats, if there is insufficient documentation to assess stability and buoyancy with the harmonised stability standard, it is required to obtain as much information as possible concerning stability and buoyancy (e.g.: past acceptability by Certification Bodies or Local Authorities) or any possible historical data (e.g.: record of voyages undertaken in safe operation in an area where the sea and weather condition are not less than those applicable in the corresponding Design Category) which may permit to define the design category, the maximum number of persons and the maximum load capacity. For C & D category boats, if there is insufficient documentation to assess stability and buoyancy, tests have to be conducted to assess stability and buoyancy and to define the design category, the maximum number of persons and the maximum load capacity. **A.3.4. Openings in the hull, deck and superstructure:** Tightness degree test and strength assessment relevant to the installation of the appliances according to EN ISO 12216:2002 is required. This test may be omitted provided that a visual inspection is carried out satisfactorily and adequate experience in the use may be demonstrated. **A.3.5. Flooding:** see Annex I of the Guidelines. **A.3.6. Manufacturer's Recommended Maximum Load:** see Annex I of the Guidelines. The maximum load, crew limit and design category are strictly linked. The relationship between the three items is given in the Stability and Buoyancy Standard **A.3.7. Liferaft stowage:** see Part II Annex I.A.23.7 of the Guidelines **A.3.8. Escape:** see Annex I of the Guidelines **A.3.9. Anchoring, mooring and towing**: see Part II Annex I.A.3.9 of the Guidelines **A.4. Handling characteristics**: see Part II Annex I.A.4 of the Guidelines **A.5.1. Engine and engine spaces:** see Part II Annex I.A.5.1 of the Guidelines. In the absence of satisfactory information insulating materials may be tested and the relevant results included in the Technical Documentation **A.5.2. Fuel system:** compliance of the fuel system may be assessed by mean of an inspection of the fuel system and parts of it as installed on the lines, including filling, venting and return hoses, connection to the tanks, fuel filters, any shut-off valves or auxiliary equipment. In case of petrol system, non-ignition protected components are required to be replaced in the engine compartment. Fuel tanks are to be inspected as installed to ascertain any corrosion or leaking areas, tests may be required. **A.5.3. Electrical system:** inspection of the installed system including batteries, generators, switches, battery chargers is to be carried out as applicable. Information is required to verify the characteristics of the electrical cables and protection systems **A.5.4. Steering system:** compliance with the relevant standards is to be assessed as applicable. A functional test is required.	*- none -*

RSG Comments	RFU /ARFU
A.5.5 Gas system: a general inspection of the system including gas storage, gas cylinders, piping hoses, pressure devices and ventilation is required, tests may be required. **A.5.6. Fire protection**: see Part II Annex I.A of the Guidelines **A.5.7. Navigation lights:** see Part II Annex I.A of the Guidelines **A.5.8. Discharge prevention:** see Part II Annex I.A of the Guidelines **A.6. Inflatable boats and ribs** assessment procedure should be similar to craft assessment, but with additional application of the harmonised standard for ribs as far as practical. See Part II Annex I.A.6 b) **A.7. Personal Watercraft (PWC)** assessment procedure should be similar to craft assessment, but with additional application of the harmonised standard for PWC (EN ISO 13590: 2004. See Part II Annex I.A.7 b). Equivalent conformity can also be achieved by certification against all of the following SAE Standards: J2566 : Personal Watercraft--Display of Persons Capacity Information J2034 : Personal Watercraft Ventilation Systems J1973 : Personal Watercraft--Flotation J2120 : Personal Watercraft--Electrical Systems J2046 : Personal Watercraft Fuel Systems J2608 : Off Throttle Steering Capabilities of Personal Watercraft **B. Exhaust Emissions:** The Notified Body is fully involved in post construction assessment. The Notified Body has to use tests and procedures according to the Directive unless the technical file submitted provides evidence that the engine complies with one of the regulations listed below. These regulations were either in place before the amendment of the directive came into force and represent exhaust emission limits, which are at least as stringent as the requirements set by the amended directive, or are more recent non EU regulations that provide evidence of equivalent conformity. Engines not complying with one of these regulations shall be submitted to exhaust emission testing in accordance with the harmonised standard. For PCA of used craft the Notified Body should take additionally into account the history of the maintenance and use of the engine and should assess the condition of the craft and the engine in order to be ensured about the craft's equivalent compliance with the exhaust emission requirements. Compliance has to be shown according to the list as shown below or by equivalent confirmation drawn up by the engine manufacturer.	*- none –*

Article 8 POST CONSTRUCTION ASSESSMENT

RSG Comments	RFU /ARFU
Regulation Comparison for CI Engines • EU Directive 97/68/EC [stage 2 and if P >37kW], compliance shown by label on engine acc. to Annex I Subclause 3 & type approval certificate • EU Directive 97/68/EC as amended by EU Directive 2004/26/EC [stage IIIA, IIIB, IV and if P >37kW], compliance shown by label on engine acc. to Annex I Subclause 3 & type approval certificate • **US Environmental Protection Agency (EPA) 2002 Recreational Engine Rule**, signed on September 13, 2002, compliance shown by label on engine acc. to 40 CFR § 94.212 *[40 CFR Part 89 et al.][67 FR 68241-68447, 8 Nov 2002]*, • **US Environmental Protection Agency (EPA) 1999 (Commercial) Marine Engine Rule, signed on October 23, 1999,** compliance shown by label on engine acc. to 40 CFR § 94.212 *[40 CFR Parts 89, 92][64 FR 64 73300-73373, 29 Dec 1999]* • **US Environmental Protection Agency (EPA) 2008 Category 1 and 2 Marine Engine Rule,** signed on March 14, 2008, Recreational Craft up to a displacement of 7 l/cyl covered in Category 1, compliance shown by label on engine acc. to 40 CFR § 94.212 *[40 CFR Part 9, 85 et al.][73 FR 88 25098-25352, 6 May 2008]* • EU Directive 88/77/EEC as amended by 2001/27/EC, compliance shown by label on engine acc. to EU Directive 88/77/EEC Subclause 5 & Annex 3 • UN Regulation ECE-R96 as amended by Series 01, compliance shown by label on engine acc. to UNECE R96 Subclause 4 **Regulation Comparison for SI Engines** **SD/I Engines:** • Lake Constance Shipping Ordinance (BSO - Bodenseeschiffahrtsordnung) [stage 1 and if four stroke engines greater 10 kW], compliance shown by numbered, individual type-certificate for exhaust coming with the individual engine acc. to BSO Annex C • Lake Constance Shipping Ordinance (BSO - Bodenseeschiffahrtsordnung) [stage 2], compliance shown by numbered, individual type-certificate for exhaust coming with the individual engine acc. to BSO Annex C • Marine engines covered by the US Environmental Protection Agency (EPA) 2008 Non Road SI rule - Source: Control of Emissions From Nonroad Spark-Ignition Engines and equipment; Final Rule - 40 CFR Parts 9, 60, 80 et al.][73 FR 59033-59380, 8 Oct 2008] Relevant part: Marine SI engines under 40 CFR part 1045, pages 59194-59231 Exhaust emission limits: SD/I engines 40 CFR part 1045.105, page 59197-59198, Compliance shown by label on engine acc. to 40 CFR part 1045.135	*- none -*

RSG Comments	RFU /ARFU
• BARCLAYS OFFICIAL CALIFORNIA CODE OF REGULATIONS, TITLE 13. MOTOR VEHICLES, DIVISION 3. AIR RESOURCES BOARD, CHAPTER 9. OFF-ROAD VEHICLES AND ENGINES POLLUTION CONTROL DEVICES, ARTICLE 4.7. SPARK-IGNITION MARINE ENGINES. This article consists of section 2440-2448 SD/I Rule (1 to 4 Star rating), compliance is shown by the emission control label on engine acc. to 13 CA ADC § 2443.1 Clause C **OB/PWC Engines:** • Lake Constance Shipping Ordinance (BSO - Bodenseeschiffahrtsordnung) [stage 1 and if four stroke engines greater 10 kW], compliance shown by numbered, individual type-certificate for exhaust coming with the individual engine acc. to BSO Annex C • Lake Constance Shipping Ordinance (BSO - Bodenseeschiffahrtsordnung) [stage 2], compliance shown by numbered, individual type-certificate for exhaust coming with the individual engine acc. to BSO Annex C • Marine engines covered by the US Environmental Protection Agency (EPA) 2008 Non Road SI rule - Source: Control of Emissions From Nonroad Spark-Ignition Engines and equipment; Final Rule - 40 CFR Parts 9, 60, 80 et al.][73 FR 59033-59380, 8 Oct 2008] Relevant part: Marine SI engines under 40 CFR part 1045, pages 59194-59231 Exhaust emission limits: OB and PWC engines 40 CFR part 1045.103, page 59197, Compliance shown by label on engine acc. to 40 CFR part 1045.135 • BARCLAYS OFFICIAL CALIFORNIA CODE OF REGULATIONS, TITLE 13. MOTOR VEHICLES, DIVISION 3. AIR RESOURCES BOARD, CHAPTER 9. OFF-ROAD VEHICLES AND ENGINES POLLUTION CONTROL DEVICES, ARTICLE 4.7. SPARK-IGNITION MARINE ENGINES. This article consists of section 2440-2448 OB/PWC Rule (3 Star rating), compliance is shown by the emission control label on engine acc. to 13 CA ADC § 2443.1 Clause C **C. Noise Emissions:** see Part II Annex I.C of the Guidelines The Notified Body is fully involved in post construction assessment. All inboard powered craft and PWC shall undergo individual noise assessment according to the harmonised standard EN ISO 14509 Part1. For PCA of used craft the Notified Body should take into account the history of the maintenance and use of the engine and should assess the condition of the craft and the engine in order to ensure compliance with the noise limit values. In case there is more than one craft of a production type having identical engines, exhaust and propulsion arrangements being subject to PCA, the NB may identify and assess one craft as a master craft and take this as a reference for assessing the other craft on their equivalent conformity with the noise emission requirements.	*- none -*
<u>Other procedure to be applied for PCA:</u> **Components listed in Annex II:** Components not CE certified in compliance with the RCD are to be inspected according to the relevant standards as applicable. In case such components are found not in compliance they are to be replaced.	#09 #26

Article 8 POST CONSTRUCTION ASSESSMENT

RSG Comments	RFU /ARFU
Technical documentation: The person who places the product on the market and/or puts it into service must provide the Notified Body with any available document and technical file referring to the first placing on the market of the product in the country of origin. The Notified Body shall examine the individual product. The list given on minimum survey activities (Annex II. VII c) "Procedures to be applied for module G") should be used. The NB shall carry out calculations and other assessment to ensure its equivalent conformity with the relevant requirements of the Directive. If the provided available document and technical file is not sufficient to carry out these assessments and calculations, additional technical documentation may need to be generated in order to allow the Notified Body to ensure the assessment of equivalent conformity. **Documents to be issued by the Notified Body** • PCA Report of Conformity for Craft – This report includes the assessment results per relevant Essential Requirement and includes information to the applicant with regard to his obligations. A recommended standard PCA Report of Conformity is given on the following pages. (Note for Notified Bodies: a template of this report in word can be downloaded from www.rsg.be) • PCA Report of Conformity for PWC – This report includes the assessment results per relevant Essential Requirement and includes information to the applicant with regard to his obligations. A recommended standard PCA Report of Conformity for PWC is given on the following pages. (Note for Notified Bodies: a template of this report in word can be downloaded from www.rsg.be) Note: Equivalent conformity is reached when the notified body can ensure that the product in its current state, after being assessed in accordance with the above principles, fulfils all relevant essential requirements of the RCD.	*- none -*

Logo, name and ID No. of Notified Body

POST-CONSTRUCTION ASSESSMENT

REPORT OF CONFORMITY (for Craft)

Report No.: .....

This is to confirm that the product specified below has been assessed with respect to the conformity procedure described in Article 8 clause 1 of Council Directive 94/25/EC on Recreational Craft as amended by Directive 2003/44/EC and found to ensure equivalent conformity with the applicable requirements.

The PCA Checklist forms an integral part of this report.

Responsible Person* incl. address:
Original Craft model and serial number
Type of Boat:
Original CIN No. (if applicable):
Original Manufacturer:
Length of hull (L_h) [m]:
Beam of hull (B_h) [m]:
Light craft cond. mass (m_{LCC}) [kg]:
Loaded displacement mass (m_{LDC}) [kg]:
Propulsion:
Type of engine(s):
Engine serial number:
Maximum rated engine power [kW]:
Boat Design Category:
Max number of persons recommended:
Maximum total load (m_{MTL}) [kg]:
Maximum recommended load as stated on the builders plate [kg]:
Craft Identification Number (PCA-CIN):
*) *Name of the person who places the product on the market under PCA*

- It has been verified that the person who places the product on the market under PCA has affixed the builder's plate in accordance to the directive Annex I clause 2.2.
- The Builders plate shall include the words "Post-construction certificate" and the CE-mark shall be accompanied by the distinguishing number of this Notified Body.
- The person placing the product on the market has been informed about his obligation to draw up a Declaration of Conformity according to Annex XV of the Directive.

Other conditions:

Place and date:

For (name of Notified Body)

_____Authorised Signature

Logo, name and ID No. of Notified Body

"PCA Report of Conformity for Craft" Report No.: Page 2 of 4

Essential Requirements Directive 94/25/EC - Annex I & II as amended by 2003/44/EC	Harmonised Standards	Equivalent Conformity obtained by: Compliance with harmon. standard	Other: (Please specify):
2. General requirements	EN ISO 8666:2002 *	☐	
2.1 Craft Identification Number – CIN			RSG Guidelines Chapter I
2.2 Builder's Plate Chapter II Article 8	EN ISO 14945	☐	
	EN ISO 11192	☐	
2.3 Protection from falling overboard and means of reboarding	EN ISO 15085	☐	
2.4 Visibility from the main steering position (Motor boats).	EN ISO 11591	☐	
2.5 Owner's manual	EN ISO 10240	☐	
3.1 Structure	EN ISO 12215	☐	
3.2 Stability and freeboard	EN ISO 12217	☐	
3.3 Buoyancy and floatation	EN ISO 12217	☐	
3.4 Openings in hull, deck and superstructure	EN ISO 12216	☐	
	EN ISO 11812	☐	
	EN ISO 9093	☐	
3.5 Flooding	EN ISO 11812	☐	
	EN ISO 15083	☐	
3.6 Manufacturer's max. recommended load	EN ISO 14946	☐*	
3.7 Liferaft stowage	n.a.		
3.8 Escape	EN ISO 9094	☐	
	EN ISO 12216	☐	
3.9 Anchoring, mooring and towing	EN ISO 15084	☐	
4. Handling characteristics	EN ISO 11592	☐	

Logo, name and ID No. of Notified Body

"PCA Report of Conformity for Craft" Report No.: Page 3 of 4

Essential Requirements Directive 94/25/EC - Annex I & II as amended by 2003/44/EC	Harmonised Standards	Equivalent Conformity obtained by: Compliance with harmon. standard	Other: (Please specify):
5.1.1 Inboard engine	EN ISO 15584	☐	
	EN ISO 16147	☐	
5.1.2 Ventilation	EN ISO 11105	☐	
5.1.3 Exposed parts			
5.1.4 Outboard engine starting	EN ISO 11547	☐	
5.2.1 Fuel system - General	EN ISO 10088	☐	
5.2.2 Fuel tanks	EN ISO 21487	☐	
5.3 Electrical systems	EN ISO 10133	☐	
	EN ISO 13297	☐	
	EN ISO 60092-507	☐	
	EN ISO 28846	☐	
	EN ISO 9097	☐	
	EN ISO 8849	☐	
	EN ISO 15584	☐	
	EN ISO 16147	☐	
5.4.1 Steering systems - General	EN ISO 8847	☐	
	EN ISO 28848	☐	
	EN ISO 10592	☐	
	EN 29775	☐	
	EN ISO 13929	☐	
	EN ISO 15652	☐	
5.4.2 Steering systems - Emergency arrangements			

Logo, name and ID No. of Notified Body

"PCA Report of Conformity for Craft" Report No.: Page 4 of 4

Essential Requirements Directive 94/25/EC - Annex I & II as amended by 2003/44/EC	Harmonised Standards	Equivalent Conformity obtained by: Compliance with harmon. standard	Other: (Please specify):
5.5 Gas system	EN ISO 10239	☐	
5.6.1 Fire protection - General	EN ISO 9094	☐	
5.6.2 Fire protection - Fire-fighting equipment	EN ISO 9094		
5.7 Navigation lights			1972 COLREGS or CEVNI as amended
5.8 Discharge prevention	EMN ISO 8099	☐	
Annex I.B – Exhaust Emissions Annex 1B, Art. 4			RSG guidelines chapter I
Annex I.C – Noise Emissions Annex 1C Clause 1.1 - 1.5 Outboard engines and stern drive engines with integral exhaust	EN ISO 14509	☐	
Annex I.C – Noise Emissions Annex 1C Clause 1.1 - 1.5 Craft with inboard engine(s) or stern drive engines without integral exhaust	EN ISO 14509	☐	
Annex II, Annex XV Components			

Date of order:
Assessment period:
Location of assessment:
Name of the person to perform the assessment:

Place and date
City, yyyy-mm-dd

for (name of Notified Body)

Authorised Signature

Logo, name and ID No. of Notified Body

POST-CONSTRUCTION ASSESSMENT

REPORT OF CONFORMITY (for PWC)

Report No.: .....

This is to confirm that the **Personal Water Craft** (PWC) specified below has been assessed with respect to the conformity procedure described in Article 8 clause 1 of Council Directive 94/25/EC on Recreational Craft as amended by Directive 2003/44/EC and found to ensure equivalent conformity with relevant requirements.

The PCA Checklist forms an integral part of this report.

Responsible Person* incl. address:
Original PWC model and serial number
Original CIN No. (if applicable):
Original Manufacturer:
Overall length [m]:
Overall width [m]:
Light craft cond. mass (m_{LCC}) [kg]:
Loaded displacement mass (m_{LDC}) [kg]:
Engine designation:
Engine serial number:
Maximum rated engine power [kW]:
Boat Design Category:
Max number of persons recommended:
Maximum total load (m_{MTL}) [kg]:
Maximum recommended load as stated on the builders plate [kg]:
Craft Identification Number (PCA-CIN):
**) Name of the person who places the product on the market under PCA*

It has been verified that the person who places the product on the market under PCA has affixed the builder's plate in accordance to the directive Annex I clause 2.2.

The person placing the product on the market has been informed about his obligation to draw up a Declaration of Conformity according to Annex XV of the Directive.

Other conditions:

Place and date:

For (name of Notified Body)

_____
Authorised Signature

Logo, name and ID No. of Notified Body

"PCA Report of Conformity for PWC" Report No.: Page 2 of 3

Essential Requirements Directive 94/25/EC - Annex I & II as amended by 2003/44/EC	Harmonised Standards	Equivalent Conformity obtained by: Compliance with harmon. standard	Other: (Please specify):
2. General requirements	EN ISO 8666:2002 *	☐	
2.1 Craft Identification Number – CIN			RSG Guidelines Chapter I
2.2 Builder's Plate Chapter II Article 8	EN ISO 13590 ch. 4	☐	
	EN ISO 14945	☐	
	EN ISO 11192	☐	
2.3 Protection from falling overboard and means of reboarding	EN ISO 13590 ch. 11	☐	
2.5 Owner's manual	EN ISO 13590 ch. 15	☐	
	EN ISO 10240	☐	
3.1 Structure	EN ISO 13590 ch. 8	☐	
3.2 Stability and freeboard	EN ISO 13590 ch. 11	☐	
3.3 Buoyancy and floatation	EN ISO 13590 ch. 9	☐	
3.6 Manufacturer's max. recommended load	EN ISO 13590 ch. 9	☐'	
3.9 Anchoring, mooring and towing	EN ISO 13590 ch. 13	☐	
4. Handling characteristics	EN ISO 13590 ch. 14	☐	
5.1.1 Inboard engine			
5.1.2 Ventilation	EN ISO 13590 ch. 7	☐	
5.1.3 Exposed parts			
5.1.5 PWC running without driver	EN ISO 13590 ch. 12	☐	
5.2.1 Fuel system - General	EN ISO 13590 ch. 5.1, 5.4 - 5.16	☐	

Logo, name and ID No. of Notified Body

"PCA Report of Conformity for PWC" Report No.: Page 3 of 3

Essential Requirements Directive 94/25/EC - Annex I & II as amended by 2003/44/EC	Harmonised Standards	Equivalent Conformity obtained by:	
		Compliance with harmon. standard	Other: (Please specify):
5.2.2 Fuel tanks	EN ISO 13590 ch. 5.2, 5.3	☐	
5.3 Electrical systems	EN ISO 13590 ch. 6	☐	
5.4.1 Steering systems - General	EN ISO 13590 ch. 10	☐	
5.8 Discharge prevention			
Annex I.B – Exhaust Emissions Annex 1B, Art. 2			RSG guidelines chapter I
Annex I.C – Noise Emissions Annex 1C Clause 1.1 - 1.5	EN ISO 14509	☐	

Date of order:
Assessment period:
Location of assessment:
Name of the person to perform the assessment:

Place and date
City, yyyy-mm-dd

for (name of Notified Body)

Authorised Signature

ANNEX XIII TECHNICAL DOCUMENTATION SUPPLIED BY THE MANUFACTURER

Recreational Craft Directive	CC Guide
The technical documentation referred to in Annexes V, VII, VIII, IX, XI and XVI must comprise all relevant data or means used by the manufacturer to ensure that components or craft comply with the essential requirements relating to them. *The technical documentation shall enable understanding of the design, manufacture and operation of the product, and shall enable assessment of conformity with the requirements of this Directive.* *The documentation shall contain so far as relevant for assessment:* *(a) a general description of the type,* *(b) conceptual design and manufacturing drawings and schemes of components, sub-assemblies, circuits, etc.,* *(c) descriptions and explanations necessary for the understanding of said drawings and schemes and the operation of the product,* *(d) a list of the standards referred to in Article 5, applied in full or in part, and descriptions of the solutions adopted to fulfil the essential requirements when the standards referred to in Article 5 have not been applied,* *(e) results of design calculations made, examinations carried out, etc.,* *(f) test reports, or calculations namely on stability according to section 3.2 of the Essential Requirements and on buoyancy according to section 3.3 thereof (Annex I.A),* *(g) exhaust emissions test reports demonstrating compliance with section 2 of the Essential Requirements (Annex I.B),* *(h) noise emissions test reports or reference boat data demonstrating compliance with section 1 of the Essential Requirements (Annex I.C).*	Requirement (g) has been added through the amending Directive 2003/44/EC to cover exhaust emissions. The test report should record all exhaust emissions measured in accordance with the harmonised standard EN ISO 8178-1:1996, the duty cycle and the reference fuels used to demonstrate compliance with the exhaust emission limits. Requirement (h) has been added through the amending Directive 2003/44/EC to cover noise emissions. The test report should record all noise emissions measured in accordance with the tests defined in harmonised standard EN ISO 14509 to demonstrate compliance with the noise emission limits. Alternatively if compliance with these limits is demonstrated by means of the certified reference boat concept, the technical documentation has to contain all data on the key design parameters of the craft for which compliance with the noise limits is to be demonstrated. Annex XIII describes the content the technical documentation, which has to be supplied by the manufacturer when using one of the following conformity assessment modules: A (and by extension Aa), B, C, D, E and G. These conformity assessment modules also require that the manufacturer has to keep the technical documentation for a period of at least 10 years after the last product has been manufactured at the disposal of the relevant national authorities for inspection purposes.

ANNEX XIII TECHNICAL DOCUMENTATION SUPPLIED BY THE MANUFACTURER

RSG Comments	RFU /ARFU
Remarks**:** In general the Technical Documentation below is applicable according to the Recreational Craft Directive, however an individual Notified Body may ask for further clarification. Alternative media, such as photos, are acceptable in place of drawings. Checklists only filled in on behalf of- or by the Manufacturer, without additional diagrams, specifications, drawings or other information as required are not acceptable.	#36

Guide for Technical Documentation

ER	ER name	Documentation	Standard
A.1	Design Category	**General description of the type** General product description: - type of product - main particulars, (e.g. Length, Beam, Draft) - boat design category	EN ISO 8666:2002
A.2.1	Craft identification	**General description of the type** CIN – code	EN ISO 10087: 2006
A.2.2	Builder's plate	**General description of the type** Builders plate, including Builders plate information	EN ISO 14945:2004/AC:2005
A.2.3	Protection from falling overboard and means of reboarding	**Design and manufacturing drawings** Deck plan Detail drawings - hand grips, railing, toe rails etc… Reboarding means *e.g: Protection: Choice of option and solutions specs of fittings required in prevention of falling overboard.*	EN ISO 15085:2003/A1:2009
A.2.4	Visibility from the main steering position	Motor driven craft only Drawing with compliance to 11591	EN ISO 11591:2000

A.2.5	Owner's manual	Description of the craft and its operation. Manual should draw special attention to risk of fire and flooding and shall contain the information listed in 2.2, 3.6 and 4 as well as the unladen weight of the craft. List of applied standards or documented solution followed	EN ISO 10240: 2004
A.3.1	Structure	**Design and manufacturing drawings** General arrangement Lines plan, if used for assessment Deck plan Construction plan (with cross sections over bulkheads and several frames) Detail drawings - engine mounts and other strength critical items - keel - hull connection - deck - hull connection - mast support - chainplates - strong points - cockpit drainage Laminate details **Manufacturing details** List of fitted materials GRP schedule / Sandwich schedule Details of welding procedure Details of laminate construction / laminate procedure (e.g. resin / core) Details of wood construction **Calculations / Tests** Scantlings calculations (if available) *e.g: Material specification for structural members, glues, hull, deck superstructures: Structural members in side view, plan view, cross section; laminate plans for FRP construction; structural details, transitions, connections; engine foundation, thrust bearing, propeller bracket; built-in tanks (dimensions, pressure head, fastening);* *Mast step/mast pillar, Ballast keel : Geometry, weight, centre of gravity; Keel root (configuration) and bolts (number, location, anchoring in keel, material), transition of forces into hull; welding specification Rudder: Geometry, rudder stock dimensions, incorporation of stock in rudder blade; bearings (material, dimensions, working loads, seats); shaft tube, Chain plates: Related to rig dimensions; material, dimensions, bolt diameters, transition of forces into hull structure, details of fitting attachments.*	EN ISO 12215-1:2000 EN ISO 12215-2:2002 EN ISO 12215-3:2002 EN ISO 12215-4:2002 EN ISO 12215-5:2008 EN ISO 12215-6:2008 prEN ISO 12215-7 EN ISO 12215-8:2009 prEN ISO 12215-9

A.3.2	Stability and freeboard	**Design and manufacturing drawings** Sail plan, if used for assessment Lines plan, if used for assessment General arrangement **Calculations / Tests** Stability calculations, test reports *e.g: CG position (calculation, inclining test); hydrostatic data; proof of stability for relevant load cases; closing appliances*	EN ISO 12217-1:2002/A1:2009 EN ISO 12217-2:2002 EN ISO 12217-3:2002
A.3.2	Buoyancy and flotation	**Design and manufacturing drawings** **Calculations / Tests** Buoyancy calculations *e.g. :(where applicable) Buoyancy tanks and devices (material, positioning) Calculation, test (documentation)*	EN ISO 12217-1:2002/A1:2009 EN ISO 12217-2:2002 EN ISO 12217-3:2002
A.3.4	Openings in hull deck and structure	**Design and manufacturing drawings** Deck plan - windows, hatches *e.g: Hatches, doors, portlights (see Annex II, clause 5 for prefabricated) degree of watertightness of closing appliances*	EN ISO 12216:2002
A.3.5	Flooding	**Design and manufacturing drawings** Detail drawings - cockpit drainage **Schemes of components, system drawings and circuits** Drainage (e.g. bilge and toilet, including list of bilge-pumps and capacity) *e.g.: Sill heights; cockpit drainage;* *Bilge pumping arrangement (pumps, lines,* *discharge, back-flow prevention), position of through- hull fittings; Electrically operated bilge pumps*	EN ISO 11812:2001 EN ISO 15083:2003 EN ISO 9093-1:1997 EN ISO 9093-2:2002 EN 28849:1993/A1: 2000 (ISO 8849:1990)
A.3.6	Manufacturer's max. recommended load	Break down to be mentioned in owner's manual	EN ISO 14946:2001/AC:2005
A.3.7	Liferaft stowage	**Design and manufacturing drawings** - liferaft stowage area - strong points *e.g: Feasible position in relation to size (number of persons)*	
A.3.8	Escape hatch	Size, position when boat upright and inverted (multihulls only)	

A.3.9	Anchoring, mooring, towing	Designated strong points; transfer of forces into hull structure	EN ISO 15084:2003
A.4	Handling characteristics	Prevention of overpowering (motorboats only) Rudder size, profile and position suitable for the craft. Assessment only by sea trial. Maximum rated power to be stated in the owner's manual.	EN ISO 11592:2001
A.5.1.1	Inboard engine	**Schemes of components, system drawings and circuits** Engine installation, including possible exposed parts Exhaust system *e.g: Separation from living quarters; risk and spread of fire; hazard from fumes, heat, noise, vibration; easy access to engine parts needing servicing; insulation material; exhaust system;*	
A.5.1.2	Ventilation	*Design and manufacturing drawings* *- engine room ventilation* *e.g.: Details of ventilation for engine and fuel spaces; Ventilation of petrol engine and tank spaces*	EN ISO 11105:1997
A.5.1.3	Exposed parts	**Schemes of components, system drawings and circuits** Engine installation, including possible exposed parts *e.g.: Shielding of exposed parts, unless engine is covered.*	
A.5.1.5	Personal Watercraft running without driver	**(to be defined)**	EN ISO 13590:2003/AC:2004
A.5.2.1	Fuel system – general	**Schemes of components, system drawings and circuits** Fuel system *e.g.: Minimising risk of fire and explosion;* *Fuel lines, fittings (material, support, routing)* *Detailed checklist for ISO 10088 advisable.*	EN ISO 10088:2009
A.5.2.2	Fuel tanks	**Design and manufacturing drawings** Tanks *e.g.: Material, fittings, support, positioning, CE marking, test results.*	EN ISO 21487:2006/AC:2009
A.5.3	Electrical system	**Schemes of components, system drawings and circuits** Electrical system, AC/DC *E.g.: Cables (routing, chafe protection, connections, board; power generators and batteries (location, type, protection, ventilation), battery disconnect switch (max amps), wiring (colour code or traceability, conduits, type, temp. class); wiring diagram; fuses, switch shielding); grounding / bounding; GFCI devices; panels design; power source system*	EN ISO 10133:2000 EN ISO 13297:2000

A.5.4	Steering system	**Design and manufacturing drawings** Detail drawings - rudderstock - rudder construction - shaft **Schemes of components, system drawings and circuits** Steering system, including emergency arrangements (= steering system only) *e.g.: General layout, accessibility of components;* *Compliance with Annex II, clause 3; emergency steering*	EN ISO 8847: 2004/AC:2005 EN 28848: 1993/A1:2000 EN ISO 10592: 1995/A1:2000 EN 29775: 1993/A1:2000 EN ISO 13929: 2001
A.5.5	Gas system	**Schemes of components, system drawings and circuits** LPG system *e.g.: Pipes, flexible lines (routing, chafe prevention, expansion); CE marked consuming devices. Test results.*	EN ISO 10239:2000
A.5.6	Fire protection	**Schemes of components, system drawings and circuits** Fire extinguisher system (permanent- and/or portable, including volume and capacities) *e.g.: Escape route, alternative escape route, escape hatch sizes,* *fixed extinguishing system Portable extinguishers: number, location, capacity* *protection of engine and fuel space* *Liquid fuelled galley stoves*	EN ISO 9094-1:2003 EN ISO 9094-2:2002 EN ISO 14895:2003
A.5.7	Navigation lights	**Schemes of components, system drawings and circuits** Navigation lights *e.g.: Certificates, position on craft.*	Colreg / Cevni
A.5.8	Discharge prevention	**Schemes of components, system drawings and circuits** Drainage (e.g. bilge and toilet, including list of bilge-pumps and capacity) Through hull fittings *e.g.: Fuel, oil, oily water: prevention from overboard discharge?* *Seacock (Y-valve?) able to be sealed shut; holding tank, deck fitting. Height of anti-siphon*	EN ISO 8099:2000
B.	Exhaust emissions	Exhaust emission test report (including Declaration of Conformity)	EN ISO 8178-1:1996
C.	Noise emissions	Noise emission test report (including Declaration of Conformity)	EN ISO 14509

	Annex II: Components	**Manufacturing details** List of fitted installations and components (including Declaration of Conformity)	EN 28846:1993/A1:2000 (ISO 8846:1990) EN ISO 11547:1995/A1:2000 EN 28848:1993/A1:2000 (ISO 8848:1990) EN 29775:1993/A1:2000 (ISO 9775:1990) EN ISO 10592:1995/A1:2000 EN ISO 10088:2009 EN ISO 7840:2004 EN ISO 12216:2002

ANNEX XV Written Declaration of Conformity

Recreational Craft Directive	CC Guide
ANNEX XV ***WRITTEN DECLARATION OF CONFORMITY*** *1. The written declaration of conformity to the provisions of the Directive must always accompany:* *(a) the recreational craft and the personal watercraft and must be included with the owner's manual (Annex I.A section 2.5),* *(b) the components, as referred to in Annex II,* *(c) propulsion engines and must be included with the owner's manual (Annex I.B.4).* *2. The written declaration of conformity shall include the following (*):* *(a) name and address of the manufacturer or his authorised representative established in the Community (**),* *(b) description of the product defined in point 1 (***),* *(c) references to the relevant harmonised standards used, or references to the specifications in relation to which conformity is declared,* *(d) where appropriate, the references of the other Community Directives applied,* *(e) where appropriate, reference to the EC type-examination certificate issued by a notified body,* *(f) where appropriate, the name and address of the notified body,* *(g) identification of the person empowered to sign on behalf of the manufacturer or his authorised representative established within the Community.* *3. With regard to:* *— inboard engines and stern drive propulsion engines without integral exhaust,* *— engines type-approved according to Directive 97/68/EC which are in compliance with stage II provided for in section 4.2.3 of Annex I of the latter Directive and,*	The amendment adds requirements to supply a declaration of conformity with personal watercraft and all propulsion engines covered by the amended Directive and to include this in the owner's manual of the craft, or respectively the engine. Sections 2 and 3 of Annex XV specify the contents of the written declaration of conformity to the provisions of the Directive. The Administrative Co-ordination Working Group of Market Surveillance Authorities in the Member States (ADCO) developed common forms for the Declaration of Conformity, respectively for recreational craft, personal watercraft, propulsion engines and for post-construction assessment, which are re-produced below. These forms have been used by the market surveillance authorities as a model to develop national versions of the declaration of conformity in the official language(s) of the Member State. Although the use of these common forms is not mandatory, it is highly recommended, since it will facilitate their acceptance throughout the EEA as they provide all the essential information judged necessary by the market surveillance authorities in the EEA Member States.

— *engines type-approved according to Directive 88/77/EEC,* *the declaration of conformity shall include in addition to the information of point 2, a statement of the manufacturer that the engine will meet the exhaust emission requirements of this Directive, when installed in a recreational craft, in accordance with the manufacturer's supplied instructions and that this engine must not be put into service until the recreational craft into which it is to be installed has been declared in conformity, if so required, with the relevant provision of the Directive;* (*) *Must be drawn up in the language(s) as provided for under section 2.5 of Annex I.A.* (**) *Business name and full address; the authorised representative must also give the business name and address of the manufacturer.* (***) *Description of the product make, type, serial number, where appropriate.*	

DECLARATION OF CONFORMITY FOR RECREATIONAL CRAFT

Declaration of Conformity of Recreational Craft with the Design, Construction and Noise Emission requirements of Directive 94/25/EC as amended by Directive 2003/44/EC

(To be completed by boat builder)

Name of craft manufacturer: _____
Address: _____
Town: _____ **Post Code:** _____ **Country:** _____

Name of Authorised Representative (if applicable): _____
Address: _____
Town: _____ **Post Code:** _____ **Country:** _____

Name of Notified Body for design and construction assessment (if applicable): _____
Address: _____
Town: _____ **Post Code:** _____ **Country:** _____ **ID Number:** _____
EC type-examination Certificate number: _____ **Date: (yr/month/day)** / /

Name of Notified Body for noise emission assessment (if applicable): _____
Address: _____
Town: _____ **Post Code:** _____ **Country:** _____ **ID Number:** _____

Module used for construction assessment: ☐A ☐Aa ☐B+C ☐B+D ☐B+E ☐B+F ☐G ☐H

Module used for noise emission assessment : ☐A ☐Aa ☐G ☐H

Other Community Directives applied: _____

DESCRIPTION OF CRAFT

Craft Identification Number ☐☐ ☐☐☐☐☐☐☐☐☐☐☐☐

Brand name of the craft: _____ **Type or number:** _____

Type of craft:
☐sailboat ☐motorboat
☐inflatable
☐other (specify): _____

Type of hull:
☐monohull ☐multihull
☐other (specify): _____

Construction material:
☐aluminium, aluminium alloys ☐plastic, fiber reinforced plastic
☐steel, steel alloys ☐wood
☐other (specify): _____

Maximum Design Category: A ☐ B ☐ C ☐ D ☐

Engine power: **Max. Recommended:** ____**kW,**
Installed: ____**kW (if applicable)**

Type of main Propulsion:
☐sails ☐petrol engine
☐diesel engine ☐electric motor
☐oars
☐other (specify): _____

Type of engine:
☐outboard ☐inboard
☐z or sterndrive without integral exhaust
☐z or sterndrive with integral exhaust
☐other (specify): _____

Deck
☐fully decked ☐partly decked
☐open
☐other (specify): _____

Length of hull L_h: ____**m** **Beam of hull B_h:** ____**m** **Draught T:** ____**m**

This declaration of conformity is issued under the sole responsibility of the manufacturer. I declare on behalf of the craft manufacturer that the craft mentioned above complies with all applicable essential requirements in the way specified (and is in conformity with the type for which above mentioned EC type examination certificate has been issued)[1].

Name and function: _____ Signature and title: _____

(identification of the person empowered to sign on behalf of the manufacturer or his authorised representative) (or an equivalent marking)

Place and date of issue: _____ (yr/month/day) ____ / ____ / ____

[1] delete text between brackets if no EC type examination certificate has been issued

Essential requirements (reference to relevant articles in Annex IA & IC of the Directive)	Standards	Other normative document/ methods	Technical file	Please specify in more detail (*: Mandatory Standards)
General requirements (2)	☒			EN ISO 8666:2002 *
Craft Identification Number – CIN (2.1)	☒			EN ISO 10087:2006 *
Builder's Plate (2.2)	☐	☐	☐	
Protection from falling overboard and means of reboarding (2.3)	☐	☐	☐	
Visibility from the main steering position (2.4)	☐	☐	☐	
Owner's manual (2.5)	☐	☐	☐	
Integrity and structural requirements (3)				
Structure (3.1)	☐	☐	☐	
Stability and freeboard (3.2)	☐	☐	☐	
Buoyancy and floatation (3.3)	☐	☐	☐	
Openings in hull, deck and superstructure (3.4)	☐	☐	☐	
Flooding (3.5)	☐	☐	☐	
Manufacturer's maximum recommended load (3.6)	☐	☐	☐	
Liferaft stowage (3.7)	☐	☐	☐	
Escape (3.8)	☐	☐	☐	
Anchoring, mooring and towing (3.9)	☐	☐	☐	
Handling characteristics (4)	☐	☐	☐	
Engines and engine spaces (5.1)				
Inboard engine (5.1.1)	☐	☐	☐	
Ventilation (5.1.2)	☐	☐	☐	
Exposed parts (5.1.3)	☐	☐	☐	
Outboard engine starting (5.1.4)	☐	☐	☐	
Fuel system (5.2)				
General – fuel system (5.2.1)	☐	☐	☐	
Fuel tanks (5.2.2)	☐	☐	☐	
Electrical systems (5.3)	☐	☐	☐	
Steering systems (5.4)				
General – steering system (5.4.1)	☐	☐	☐	
Emergency arrangements (5.4.2)	☐	☐	☐	
Gas systems (5.5)	☐	☐	☐	
Fire protection (5.6)				
General – fire protection (5.6.1)	☐	☐	☐	
Fire-fighting equipment (5.6.2)	☐	☐	☐	
Navigation lights (5.7)	☐	☐	☐	
Discharge prevention (5.8)	☐	☐	☐	
Annex I.B – Exhaust Emissions	see the Declaration of Conformity of the engine manufacturer			
Annex I.C – Noise Emissions	☐	☐	☐	
Noise emission levels (I.C.1)	☐	☐	☐	
Owner's manual (I.C.2)	☐	☐	☐	

DECLARATION OF CONFORMITY FOR PERSONAL WATERCRAFT

Declaration of Conformity for Personal Watercraft (PWC) with the requirements of Directive 94/25/EC as amended by Directive 2003/44/EC

Name of PWC manufacturer: _____

Address: _____

Town: _____ **Post Code:** _____ **Country:** _____

Name of Authorised Representative (if applicable): _____

Address: _____

Town: _____ **Post Code:** _____ **Country:** _____

Name of Notified Body for construction assessment: _____

Address: _____

Town: _____ **Post Code:** _____ **Country:** _____ **ID Number:** _____
ECtype-examination Certificate number (if applicable): _____

Name of Notified Body for noise emissions assessment: _____

Address: _____

Town: _____ **Post Code:** _____ **Country:** _____ **ID Number:** _____

Name of Notified Body for exhaust emissions assessment: _____

Address: _____

Town: _____ **Post Code:** _____ **Country:** _____ **ID Number:** _____
ECtype-examination Certificate number (if applicable): _____

Conformity assessment modules used:
for construction: A ☐ Aa ☐ B+C ☐ B+D ☐ B+E ☐ B+F ☐ G ☐ H ☐
for noise emissions : Aa ☐ G ☐ H ☐ **for exhaust emissions:** B+C ☐ B+D ☐ B+E ☐ B+F ☐ G ☐ H ☐

Other Community Directives applied: _____

DESCRIPTION OF CRAFT
Craft model Identification ☐☐ - ☐☐☐☐☐☒☒☒☐☐ **Number**
Model name / description of the craft: _____ **Design Category:** ☐ C ☐ D

ESSENTIAL REQUIREMENTS	standards	other normative document/ method	technical file	Please specify in more detail (* = mandatory standard)
I.A design and construction	☐	☐	☐	
I.B exhaust emissions	☐*	☐	☐	*EN ISO 8178-1:1996
I.C noise emissions	☐*	☐	☐	*EN ISO 14509

IDENTIFICATION OF ENGINE(S) COVERED BY THIS DECLARATION OF CONFORMITY
Combustion cycle:: ☐ 2 stroke ☐ 4 stroke

Name of engine model and/or engine family:	Unique engine identification number(s) or engine family code(s)	EC Type–examination certificate (for exhaust)

This declaration of conformity is issued under the sole responsibility of the PWC manufacturer. I declare on behalf of the PWC manufacturer that the craft model and engine(s) mentioned above comply with all applicable essential requirements in the way specified [and are in conformity with the type for which above mentioned EC type-examination certificate(s) has(have) been issued][1].

Name / function: _____ Signature and title: _____

(identification of the person empowered to sign on behalf of the PWC manufacturer or his authorised representative)

(or an equivalent marking)
Date and place of issue: (yy/mm/dd) / / ,

[1] delete text between square brackets if no EC type-examination or type-approval certificate(s) has(have) been issued

DECLARATION OF CONFORMITY FOR PROPULSION ENGINES

Declaration of Conformity for Recreational Craft Propulsion Engines with the requirements of Directive 94/25/EC, as amended by Directive 2003/44/EC

(To be completed by manufacturer of outboard engines or stern drive engines with integral exhaust)

Revision No:

Name of engine manufacturer: _____

Address: _____

Town: _____ **Post Code:** _____ **Country:** _____

Name of Authorised Representative (if applicable): _____

Address: _____

Town: _____ **Post Code:** _____ **Country:** _____

Name of Notified Body for exhaust emissions assessment: _____

Address: _____

Town: _____ **Post Code:** _____ **Country:** _____ **ID Number:** _____

Name of Notified Body for noise emissions assessment: _____

Address: _____

Town: _____ **Post Code:** _____ **Country:** _____ **ID Number:** _____

Conformity assessment module used for exhaust emissions: B+C ☐ B+D ☐ B+E ☐ B+F ☐ G ☐ H ☐
or engine type-approved according to: ☐ **stage II of Directive 97/68/EC** ☐ **Directive 88/77/EC**
Conformity assessment module used for noise emissions: A ☐ Aa ☐ G ☐ H ☐
Other Community Directives applied: _____

Engine Type:
☐ z or sterndrive without integral exhaust
☐ Inboard engine

Fuel Type:
☐ Diesel
☐ Petrol

Combustion cycle:
☐ 2 stroke
☐ 4 stroke

DESCRIPTION OF ENGINE(S) AND ESSENTIAL REQUIREMENTS

This declaration of conformity is issued under the sole responsibility of the manufacturer. I declare on behalf of the engine manufacturer that the engine(s) mentioned above complies (comply) with all applicable essential requirements in the way specified [and is (are) in conformity with the type(s) for which above mentioned EC type-examination or type approval certificate(s) has(have) been issued][1]

Essential requirements	standards	other normative document/method	technical file	Please specify in more detail (* = mandatory standard)
Annex I.B – Exhaust Emissions				
B.1 engine identification	☐	☐	☐	
B.2 exhaust emission requirements	☐*	☐	☐	*EN ISO 8178-1:1996
B.3 durability	☐	☐	☐	
B.4 owner's manual	☐	☐	☐	
Annex I.C – Noise Emissions				
C.1 Noise emission levels	☐*	☐	☐	*EN ISO 14509
C.2 Owner's Manual	☐	☐	☐	

IDENTIFICATION OF ENGINE(S) COVERED BY THIS DECLARATION OF CONFORMITY

Name of engine model and/or engine family:	Unique engine identification number(s) or engine family code(s)	EC Type–examination certificate or type-approval certificate number

[1] delete text between square brackets if no EC type-examination or type-approval certificate has been issued

Name / function: (identification of the person empowered to sign on behalf of the engine manufacturer or his authorised representative)

Signature and title: (or an equivalent marking)
Date and place of issue: (yy/mm/dd) / / ,_____

DECLARATION OF CONFORMITY FOR POST-CONSTRUCTION ASSESSMENT

Declaration of Conformity of Recreational Craft to the Post Construction Assessment requirements of Directive 94/25/EC as amended by Directive 2003/44/EC

(To be completed by the person who places the craft on the market or puts it into service)

Name of the person who places the craft on the market or puts it into service:

Address: _____
Town: _____ **Post Code:** _____ **Country:** _____

Name of craft original manufacturer (if known): _____
Address: _____
Town: _____ **Post Code:** _____ **Country:** _____

Name of Notified Body for post construction assessment: _____
Address: _____
Town: _____ **Post Code:** _____ **Country:** _____ **ID Number:** _____
PCA-examination Report number: Date: (yr/month/day) / /

DESCRIPTION OF CRAFT

Craft Identification Number ☐☐ - ☐☐☐☐☐☐☐☐☐☐☐☐

Brand name of the craft: _____ **Type or number:** _____

Type of craft:
- ☐sailboat ☐motorboat
- ☐inflatable
- ☐other (specify): _____

Type of hull:
- ☐monohull ☐multihull
- ☐other (specify): _____

Construction material:
- ☐aluminium, aluminium alloys ☐plastic, fiber reinforced plastic
- ☐steel, steel alloys ☐wood
- ☐other (specify): _____

Maximum Design Category: A☐ B☐ C☐ D☐

Engine power: **Max. Recommended:** _____**kW,**
Installed: _____**kW (if applicable)**

Length of hull L_h: _____**m** **Beam of hull B_h:** ____**m** **Draught T:** ____**m**

Type of main Propulsion:
- ☐sails ☐petrol engine
- ☐diesel engine ☐electric motor
- ☐oars
- ☐other (specify): _____

Type of engine:
- ☐outboard ☐inboard
- ☐z or sterndrive without integral exhaust
- ☐z or sterndrive with integral exhaust
- ☐other (specify): _____

Deck
- ☐fully decked ☐partly decked
- ☐open
- ☐other (specify): _____

ANNEX XVII CONFORMITY OF PRODUCTION ASSESSMENT FOR EXHAUST AND NOISE EMISSIONS

Recreational Craft Directive	CC Guide
ANNEX XVII ***CONFORMITY OF PRODUCTION ASSESSMENT FOR EXHAUST AND NOISE EMISSIONS*** *1. For verifying the conformity of an engine family, a sample of engines is taken from the series. The manufacturer shall decide the size (n) of the sample, in agreement with the notified body.* *2. The arithmetical mean X of the results obtained from the sample shall be calculated for each regulated component of the exhaust and noise emission. The production of the series shall be deemed to conform to the requirements ("pass decision") if the following condition is met:* $X + k \cdot S \leq L$ *S is standard deviation, where:* $S^2 = \Sigma (x - X)^2 / (n - 1)$ *X = the arithmetical mean of the results* *x = the individual results of the sample* *L = the appropriate limit value* *n = the number of engines in the sample* *k = statistical factor depending on n (see table)*	This annex has been added through amending Directive 2003/44/EC to provide details of the statistical method to be applied to engine samples selected from an engine family for conformity assessment of exhaust and noise emissions under modules Aa, C and F.

n	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*
k	*0,973*	*0,613*	*0,489*	*0,421*	*0,376*	*0,342*	*0,317*	*0,296*	*0,279*
n	*11*	*12*	*13*	*14*	*15*	*16*	*17*	*18*	*19*
k	*0,265*	*0,253*	*0,242*	*0,233*	*0,224*	*0,216*	*0,210*	*0,203*	*0,198*

If $n \geq 20$ then $k = 0,860 / \sqrt{n}$.

GUIDELINES 2010

for the

Recreational Craft Directive 94/25/EC
as amended by Directive 2003/44/EC

PART IV: RECOMMENDATIONS FOR USE

RSG Recommentations	
RSG meets frequently to discuss the common interpretation and implementation of the Directive. Some of these decisions are established as Recommendation for Use (RFU). These RFUs form an integral part of this RSG Guidelines and are taken into consideration by the Notified Bodies in their certification procedures. Recommendations for Use as worked out by the RSG are discussed for final acceptance by the Standing Committee established under article 6(3) of the Directive. Those RFUs, which have successfully passed this scrutiny procedure, are named Approved Recommendation for Use (ARFU). Those RFUs which are still subject of approval by the Standing Committee remain named Recommendation for Use. Additional RFUs are published prior to subsequent revisions of the RSG Guidelines and are available from the RSG Secretariat or from the RSG website, which is http://www.rsg.be. All ARFU's and RFU's valid at the time of issue of this revision of the RSG Guidelines are listed below.	

LIST OF VALID ARFUs/RFUs

RCD 94/25, 2003/44		**Relevant ARFU / RFU**
	General comments	#14, #81
Chapter I	Scope and definitions	#34, #35, #44, #54, #56, #62, #64, #65, #69, #75, #85, #90
Chapter II	Conformity assessment	#15, #36, #58, #59, #67, #68, #73, #74, #82, #83, #91, #98
Article 8	Post Construction Assessment (Module PCA)	#73, #82, #98
Chapter III	CE Marking	#35
Chapter IV	Final Provisions	
Annex I.A.1	Boat design categories	#28, #79
Annex I.A.2.1	Craft Identification	#39, #48
Annex I.A.2.2	Builder's Plate	#91
Annex I.A.2.3	Protection from falling overboard.	
Annex I.A.2.4	Visibility from the main steering position	
Annex I.A.2.5	Owner's Manual	#36
Annex I.A.3.1	Structure	#45
Annex I.A.3.2	Stability and freeboard	#32, #40, #79, #88, #96
Annex I.A.3.3	Buoyancy and flotation	#32, #40, #79, #88, #96
Annex I.A.3.4	Openings in hull, deck and superstructure	#56
Annex I.A.3.5	Flooding	
Annex I.A.3.6	Manufacturer's max. recommended load	#76
Annex I.A.3.7	Liferaft stowage	
Annex I.A.3.8	Escape	#70, #87
Annex I.A.3.9	Anchoring, mooring and towing	
Annex I.A.4	Handling characteristics	
Annex I.A.5.1	Engine and engine spaces	#50, #51, #55, #99
Annex I.A.5.2	Fuel system	#22, #23, #25, #30, #55, #60, #80, #100

Annex I.A.5.3	Electrical system	#55
Annex I.A.5.4	Steering system	#45, #71, #77, #89
Annex I.A.5.5	Gas system	
Annex I.A.5.6	Fire protection	#61
Annex I.A.5.7	Navigation lights	#27
Annex I.A.5.8	Discharge prevention and installations facilitating the delivery ashore of waste	
Annex I.A.6	Inflatable Boats and Ribs	
Annex I.A.7	Personal Watercraft	
Annex I.B.1	Exhaust emissions - engine identification	#68, #69
Annex I.B.2	Exhaust emissions- requirements	#68, #69, #72, #97
Annex I.B.3	Exhaust emissions- durability	#68, #69
Annex I.B.4	Exhaust emissions- owner's manual	#68, #69
Annex I.C.1	Noise emission - levels	#66, #86
Annex I.C.2	Noise emission - owner's manual	#66
Annex II	Components	#09, #26, #50
Annex III	Declaration by the builder	#31, #49
Annex IV	CE Marking	#49, #73
Annex V	Int. production control – Module A	#09, #15, #36, #58, #67
Annex VI	Int. production control plus tests – Module Aa	#06, #07, #09, #15, #36, #58, #59, #66, #67
Annex VII	EC type examination – Module B	#10, #15, #17, #36, #43, #58, #59, #67, #78
Annex VIII	Conformity to type – Module C	
Annex IX	Production quality assurance – Module D	#15, #36, #59, #73
Annex X	Product verification – Module F	#15, #36, #59
Annex XI	Unit verification – Module G	#15, #36, #59, #67, #73
Annex XII	Full quality assurance – Module H	#15, #36, #59, #67, #73
Annex XIII	Tech. Doc. supplied by the Manufacturer	#36, #84
Annex XIV	Min. criteria to be taken into account by member states for the notification of bodies	
Annex XV	Written declaration of conformity	#20, #49, #69, #72
Annex XVI	Product quality assurance – Module E	#15, #36, #59, #73
Annex XVII	Conformity of production assessment for exhaust and noise	#59

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ARFU

APPROVED RECOMMENDATION FOR USE
Recreational Craft Sectoral Group
CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT
Recreational Craft Directive 94/25/EC as amended

RFU No.: 06
Revision No.: 5
Date: **2007-05-11**
Page: 1/1

Document ID : arfu # 06r5 070511.doc

Origin (Notified Body): Sjöfartsverket, Sweden

Contact Person:

e-mail:

Approval by RSG Committee (Meeting No./Date): 30/15-16 June 2005, Decision 14

Approval by Member States Expert Group: Ref doc: "IN Final Recommendations RFU WG 050530"

Additional Comments:

Question related to		
Directive No.: 94/25/EC as amended Article: Annex: I, A.3.2 & VI	Standard:	Other:
Key Words: Test procedures		

Scenario/Questions:

Test procedures, interpretation of Annex 6 par.3.2.2 and 3.2.3

Recommended Solution:

Annex 6, 2nd sentence shall be understood to mean that tests, or calculations, or controls shall be carried out by the manufacturer, or on his behalf, to meet the requirements of 3.2, and 3.3, as applicable.

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APPROVED RECOMMENDATION FOR USE
Recreational Craft Sectoral Group
CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT
Recreational Craft Directive 94/25/EC as amended

RFU No.: 07
Revision No.: 6
Date: **2010-09-20**
Page: 1/1

Document ID : arfu # 07r6 100920

Origin (Notified Body): PFE 136

Contact Person:

e-mail:

Approval by RSG Committee (Meeting No./Date): 30/15-16 June 2005, Decision 15

Approval by Member States Expert Group: Ref doc: "IN Final Recommendations RFU WG 050530"

Additional Comments:

Question related to		
Directive No.: 94/25/EC as amended Article: Annex: VI	Standard:	Other:
Key Words: Modules, assessment		

Scenario/Questions:

What kind of assessment under Module Aa does the NB have to carry out?

Recommended Solution:

In discussion with the manufacturer, the NB will agree on tests, equivalent calculations, or controls to be undertaken, the number of these, and the number of boats upon which they have to apply.

It shall be the NB's responsibility to ensure that such test, equivalent calculation, or control shall be carried out to demonstrate conformity with par.3.2 & 3.3 of the Part II Annex I.A ESR.

RSG ARFU	APPROVED RECOMMENDATION FOR USE Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 09 Revision No.: 4 Date: **2005-11-23** Page: 1/1

Document ID : arfu # 09r4 051123.doc

Origin (Notified Body): Sjöfartsverket, Sweden

Contact Person:

e-mail:

Approval by RSG Committee (Meeting No./Date): 30/15-16 June 2005, Decision 16

Approval by Member States Expert Group: Ref doc: "IN Final Recommendations RFU WG 050530"

Additional Comments:

Question related to		
Directive No.: 94/25/EC as amended Article: Annex: II, V & VI	Standard:	Other:
Key Words: Assessment, components, boat manufacturer		

Scenario/Questions:

What kind of assessment shall be undertaken in cases where components are produced by the boat manufacturer and installed in boats subject to modules A and Aa.

Recommended Solution:

"See article 8.2.(e) of the amended Directive":

(2) With regard to design and construction of products referred to in Article 1(1)(a), the boat manufacturer or his authorised representative established in the Community shall apply the following procedures for boat design categories A, B, C and D as referred to in section 1 of Annex I.A:
(e) for components referred to in Annex II: any of the following modules: B+C, or B+D, or B+F, or G or H.

RSG ARFU	APPROVED RECOMMENDATION FOR USE Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	ARFU No.: 10 Revision No.: 7 Date: **2008-01-28** Page: 1/1

Document ID : arfu # 10r7 080128.doc

Origin (Notified Body): Sjöfartsverket, Sweden

Contact Person:

e-mail:

Approval by RSG Committee (Meeting No./Date): 30/15-16 June 2005, Decision 17

Approval by Member States Expert Group: Ref doc: "IN Final Recommendations RFU WG 050530"

Additional Comments:

Question related to		
Directive No.: 94/25/EC as amended Article: Annex: VII	Standard:	Other:
Key Words: Assessment, subcontracting		

Scenario/Questions:

What kind of assessment the Notified Body shall have to carry out in relation to Annex VII, Para 4.2, especially with regard the formulation "perform or have performed"

Recommended Solution:

Whenever a Notified Body subcontracts testing etc., then it is the responsibility of the NB to ensure that the subcontractor has the facilities and meets the criteria required for that function (RCD Annex XIV, RCD Article 9 paragraph 2, Guide to the Implementation of Directives based on New Approach and Global Approach 6.5).

RSG ARFU	APPROVED RECOMMENDATION FOR USE Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 14 Revision No.: 5 Date: **2005-11-23** Page: 1/1

Document ID : arfu # 14r5 051123.doc

Origin (Notified Body):	RSG
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Approval by RSG Committee (Meeting No./Date): 30/15-16 June 2005, Decision 18

Approval by Member States Expert Group: Ref doc: "IN Final Recommendations RFU WG 050530"

Additional Comments:

Question related to		
Directive No.: 94/25/EC as amended Article: Annex:	Standard:	Other:
Key Words: Translations, Interpretation, Basic text		

Scenario/Questions:

Which basic version of the RCD shall be used within the RSG?

Recommended Solution:

The English text of the Recreational Craft Directive as published in the Official Journal L/164/15 from 30.06.1994, L/127/27 from 10.06.1995, and L/41/20 from 15.02.2000 is the basic text used for a common understanding within the Recreational Craft Sectoral Group.

RSG RFU	RECOMMENDATION FOR USE Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 15 Revision No.: 11 Date: **2008-01-29** Page: 1/1

Document ID : rfu # 15r11 080129.doc

Origin (Notified Body):	RSG
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Revision through RSG Committee (CAP group): (Meeting No./Date): 32/3-4 May 2006, Decision 19

Approval by RSG Committee (Meeting No./Date): 30/15-16 June 2005, Decision 19

Approval by Member States Expert Group: Ref doc: "IN Final Recommendations RFU WG 050530"

Additional Comments:

Question related to		
Directive No.: 94/25/EC as amended Article: Ch. II, 8 Annex: V, VI, VII, IX, X, XI, XII	Standard:	Other:
Key Words: Certification modules, documents, post-construction		

Scenario/Questions:

What kind of documents shall be used in the different certification modules?

Recommended Solution:

For conformity assessment documents issued by Notified Bodies under the different modules, only the following names shall be used :

Module Aa: Examination report – Noise emission

Module Aa: Examination report – Stability and buoyancy

Module B: EC Type - Examination Certificate

Module D: Quality system assessment decision - Production

Module E: Quality system assessment decision - Product

Module H: Quality system assessment decision

Module F, G: Certificate of Conformity

Post Construction Assessment: PCA Report of Conformity

RSG ARFU	APPROVED RECOMMENDATION FOR USE Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 17 Revision No.: 5 Date: **2005-11-23** Page: 1/1

Document ID : arfu # 17r5 051123.doc

Origin (Notified Body): PFE 118

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Approval by RSG Committee (Meeting No./Date): 30/15-16 June 2005, Decision 21

Approval by Member States Expert Group: Ref doc: "IN Final Recommendations RFU WG 050530"

Additional Comments:

Question related to		
Directive No.: 94/25/EC as amended Article: Annex: VII	Standard:	Other:
Key Words: module B, verify the manufacturing, conformity, technical documentation, visiting the workshop		

Scenario/Questions:

According to module B (annex VII) par.4.1, the NB shall verify that the type has been manufactured in conformity with the technical documentation. Is this equivalent to a visit at the manufacturer's workshop to inspect that he (or she) manufactures in conformity with the technical documentation?
Or is it enough to let the manufacturer declare on his honor, with some sort of a contract, that his manufacturing process is in conformity?

Recommended Solution:

1. To verify that a type with a laminated or moulded (e.g. FRP, wood) construction has been manufactured in conformity with the technical documentation the Notified Body must visit the workshop.
2. 2. To verify that a type with a non-laminated or moulded construction (such as e.g. fabricated steel, aluminum) has been manufactured in conformity with the technical documentation, the Notified Body should inspect the construction as appropriate for the materials used.

RSG ARFU	APPROVED RECOMMENDATION FOR USE Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 20 Revision No.: 7 Date: **2009-03-12** Page: 1/1

Document ID : arfu # 20r7 090312.doc

Origin (Notified Body): IMCI

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Approval by RSG Committee (Meeting No./Date): 30/15-16 June 2005, Decision 22

Approval by Member States Expert Group: Ref doc: "IN Final Recommendations RFU WG 050530"

Additional Comments:

Question related to		
Directive No.: 94/25/EC as amended Article: 3.2 Annex: 1A	Standard:	Other:
Key Words: Declaration, Conformity, Manufacturer, Representative		

Scenario/Questions:

Can a manufacturer in a third country sign the Declaration of Conformity?

Recommended Solution:

The manufacturer in a third country can draw up the Declaration of Conformity.

A signature is not required but recommended. Preference should be given to the use of the harmonised form of the Declaration of Conformity, as developed by ADCO which provides that the name of the empowered person, his signature and title (or an equivalent marking) is affixed on the declaration.

This solution is supported through the following quotes from the "Guide to the implementation of directives based on the new approach and the global approach (Blue Book © 2000 Edition, para 5.4, page 35, bullet point no.5 and footnote no. 103):

„As a minimum the following information should be provided:

- the date of issue of the declaration; signature and title or an equivalent marking of authorized person"

"It is not necessary for the signatory to be domiciled in the Community. A manufacturer established outside the Community is entitled to carry out all the certification procedures at his premises and, therefore, to sign the declaration of conformity, unless otherwise provided for in the directive(s)."

RSG ARFU	APPROVED RECOMMENDATION FOR USE Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 22 Revision No.: 5 Date: **2010-09-20** Page: 1/1

Document ID : arfu # 22r5 100920

Origin (Notified Body):	IMCI
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Approval by RSG Committee (Meeting No./Date): 30/15-16 June 2005, Decision 23

Approval by Member States Expert Group: Ref doc: "IN Final Recommendations RFU WG 050530"Additional Comments:

Question related to		
Directive No.: 94/25/EC as amended Article: Annex: I, A.5.2.1	Standard: EN-ISO 10088:2001	Other:
Key Words: Clamps		

Scenario/Questions:

Does the Oetiker Ear Clamp meet the intent of the RCD?

Ref. EN-ISO 10088:2001 – par.6.4.7 "clamps" must be re-usable, and clamps "depending solely on spring tension shall not be used".

Recommended Solution:

"These clamps do not meet the intent of the RCD's essential requirements in relation to minimizing the risk of flooding (Annex I.A.3.5) and fire and explosion (Annex I.A.5.2.1)"

RSG ARFU	APPROVED RECOMMENDATION FOR USE Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 23 Revision No.: 5 Date: **2005-11-23** Page: 1/1

Document ID : arfu # 23r5 051123.doc

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Approval by RSG Committee (Meeting No./Date): 30/15-16 June 2005, Decision 24

Approval by Member States Expert Group: Ref doc: "IN Final Recommendations RFU WG 050530"

Additional Comments:

Question related to		
Directive No.: 94/25/EC as amended Article: Annex: I, A.5.2.2a	Standard:	Other:
Key Words: Petrol fuel tanks, engine compartments		

Scenario/Questions:

Can petrol fuel tanks be installed in engine compartments?

Recommended Solution:

Petrol fuel tanks can be installed in engine compartments according to EN-ISO 10088:2001, as this will satisfy the requirements of 5.2.2 a (a).

RSG / ARFU	APPROVED RECOMMENDATION FOR USE **Recreational Craft Sectoral Group** CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT **Recreational Craft Directive 94/25/EC as amended**	RFU No.: 25 Revision No.: 7 Date: **2010-09-20** Page: 1/1

Document ID : arfu # 25r7 100920

Origin (Notified Body):	IMCI, VOLVO PENTA
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Approval by RSG Committee (Meeting No./Date): 30/15-16 June 2005, Decision 26

Approval by Member States Expert Group: Ref doc: "IN Final Recommendations RFU WG 050530"

Additional Comments:

Question related to		
Directive No.: 94/25/EC as amended Article: Annex: I, A.5.2.1	Standard: EN-ISO 10088:2001	Other:
Key Words: Fire protection, Fuel filter, Fire test, Fuel system		

Scenario/Questions:

Must all non-metallic fuel filters meet a fire test according to EN-ISO 10088:2001 or a similar fire test? Should the fire test include metal covered filters with internal plastic parts, which could cause a leak after the test?

Recommended Solution:

"All fuel systems components such as filters shall be in compliance with the Annex I.A.5.2.1. One way to show compliance with this ESR for a fuel filter or a metal covered filer with internal plastic parts is if such filters are complying with the harmonized standard EN ISO 10088:2001"

RSG / ARFU	APPROVED RECOMMENDATION FOR USE **Recreational Craft Sectoral Group** CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT **Recreational Craft Directive 94/25/EC as amended**	RFU No.: 27 Revision No.: 6 Date: **2005-11-23** Page: 1/1

Document ID : arfu # 27r6 051123.doc

Origin (Notified Body):	IMCI
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Approval by RSG Committee (Meeting No./Date): 30/15-16 June 2005, Decision 28

Approval by Member States Expert Group: Ref doc: "IN Final Recommendations RFU WG 050530"

Additional Comments:

Question related to		
Directive No.: 94/25/EC as amended Article: Annex: I, A.5.7	Standard:	Other:
Key Words: Navigation light, COLREG		

Scenario/Questions:

Is it sufficient for CE certification if the navigation lights meet the 1972 Colreg?

Some countries have adopted different standards according to Annex I, b in Colreg. One example is a one-half meter separation between the all round white light and sidelights or a country specifies for instance the height for the lens and requires its own national approval certification.

Recommended Solution:

The RSG considers recreational craft not fitted with navigation lights or fitted with navigation lights in accordance with Annex I from Colreg 1972 for installation locations, light intensity, chromaticity and cut-off angles to comply with the RCD.

Note
National administrations may apply different requirements for local use, as provided for in rule 1 b of 1972 Colreg.

"COLREG 1972: Annex I, point 13:
Approval: The construction of light and shapes and the installation of light on board the vessel shall be to the satisfaction of the appropriate authority of the State whose flag the vessel is entitled to fly."

RSG / ARFU	APPROVED RECOMMENDATION FOR USE Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 28 Revision No.: 4 Date: **2005-11-23** Page: 1/1

Document ID : arfu # 28r4 051123.doc

Origin (Notified Body): Hellenic Register of Shipping

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Approval by RSG Committee (Meeting No./Date): 30/15-16 June 2005, Decision 29

Approval by Member States Expert Group: Ref doc: "IN Final Recommendations RFU WG 050530"

Additional Comments:

Question related to		
Directive No.: 94/25/EC as amended Article: Annex: I, A.1	Standard:	Other:
Key Words: Design categories		

Scenario/Questions:

Is it possible for a boat to be simultaneously assigned more than one design category with different maximum capacities corresponding to each one? (Number of persons, engine power, maximum weight).

Recommended Solution:

Yes, if all relevant requirements are satisfied.

RSG / ARFU	APPROVED RECOMMENDATION FOR USE Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 30 Revision No.: 5 Date: **2007-05-11** Page: 1/1

Document ID : arfu # 30r5 070511.doc

Origin (Notified Body): Det Norske Veritas, Norway

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Approval by RSG Committee (Meeting No./Date): 30/15-16 June 2005, Decision 30

Approval by Member States Expert Group: Ref doc: "IN Final Recommendations RFU WG 050530"

Additional Comments:

Question related to		
Directive No.: 94/25/EC as amended Article: Annex: I, A.5.2.1	Standard: ISO 10088	Other:
Key Words: Fuel system, engine		

Scenario/Questions:

Annex I 5.2.1 refers to fuel supply arrangements and installations in general while ISO 10088 exclude the engine unit itself.

Does Annex I 5.2.1 apply to fuel supply arrangements and installations on the engine?

Recommended Solution:

"Yes, Annex I ESR.5.2.1 applies to fuel supply arrangements and installations on the engine. The standard quoted, EN ISO 10088, refers to the supply arrangements and not to the engine units. Engine-mounted fuel supply components are covered by EN ISO 16147:2002 for inboard diesel engines and by EN ISO 15584:2001 for inboard petrol engines."

RSG / ARFU	APPROVED RECOMMENDATION FOR USE Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 31 Revision No.: 3 Date: **2005-06-30** Page: 1/1

Document ID : arfu # 31r3 050630.doc

Origin (Notified Body): PFE 117

Contact Person:

e-mail:

Approval by RSG Committee (Meeting No./Date): 30/15-16 June 2005, Decision 31

Approval by Member States Expert Group: Ref doc: "IN Final Recommendations RFU WG 050530"

Additional Comments:

Question related to

Directive No.: 94/25/EC as amended Article: Annex: III	Standard:	Other:

Key Words:
Declaration by the builder, partly completed craft

Scenario/Questions:

With craft in excess of 12 m of hull length, should a Notified Body require retrospective inspection of a hull structure where a declaration by the builder exists in accordance with Annex III?

Recommended Solution:

Such declaration must include statements from the Notified Body where their involvement has been required by the modular system.

RSG / ARFU	APPROVED RECOMMENDATION FOR USE Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 32 Revision No.: 4 Date: **2005-11-23** Page: 1/1

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Origin (Notified Body): PFE 122

Contact Person:

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Approval by RSG Committee (Meeting No./Date): 30/15-16 June 2005, Decision 32

Approval by Member States Expert Group: Ref doc: "IN Final Recommendations RFU WG 050530"

Additional Comments:

Question related to

Directive No.: 94/25/EC as amended Article: Annex: I, A.3.2 & 3.3	Standard:	Other:

Key Words:
Stability, buoyancy, flotation

Scenario/Questions:

When tests according to point 3.2 (Stability) and 3.3 (Buoyancy & Flotation) of the essential safety requirements are carried out in module Aa, it may be argued that the design and construction of the following details are inseparable parts of the issue and therefore should also be assessed by or on the responsibility of one of the Notified Bodies:

-Quick draining cockpits
-Windows, portlights and hatches (positioning, tightness and scantlings?)

Recommended Solution:

The cockpit and windows, portlights and hatches should be included as possible tests, equivalent calculations or controls, in the assessment carried out by or on the responsibility of the Notified Body.

RSG / ARFU	APPROVED RECOMMENDATION FOR USE **Recreational Craft Sectoral Group** CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT **Recreational Craft Directive 94/25/EC as amended**	RFU No.: 34 Revision No.: 5 Date: **2007-05-11** Page: 1/1

Document ID : arfu # 34r5 070511.doc

Origin (Notified Body): RSG chair

Contact Person:

e-mail:

Approval by RSG Committee (Meeting No./Date): 30/15-16 June 2005, Decision 34

Approval by Member States Expert Group: Ref doc: "IN Final Recommendations RFU WG 050530"

Additional Comments:

Question related to

Directive No.: 94/25/EC as amended Article: Ch.I, Art. 1 (1a) Annex:	Standard:	Other:

Key Words:
inflatables (Lh >2 (m), non reinforced PVC

Scenario/Questions:

Are such small inflatables with Lh>2,5 m of non reinforced PVC to be considered as boats in the sense of the RCD ?

Recommended Solution:

In the sense of the RCD 94/25 EC inflatables of Lh>2,5m of non reinforced PVC are to be considered as boats.

RSG / ARFU	APPROVED RECOMMENDATION FOR USE **Recreational Craft Sectoral Group** CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT **Recreational Craft Directive 94/25/EC as amended**	RFU No.: 35 Revision No.: 5 Date: **2007-05-11** Page: 1/1

Document ID : arfu # 35r5 070511.doc

Origin (Notified Body): IMCI

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Approval by RSG Committee (Meeting No./Date): 30/15-16 June 2005, Decision 35

Approval by Member States Expert Group: Ref doc: "IN Final Recommendations RFU WG 050530"

Additional Comments:

Question related to

Directive No.: 94/25/EC as amended Article: Ch. I, Art. 1 (1a) & Ch. III, Art. 10 Annex:	Standard:	Other:

Key Words:
CE marking of boats, CE marking of products not covered by RCD but by other Directives.

Scenario/Questions:

Situation:
A boat can be brought into the market equipped with computers, dishwashers, stereo devices , TV, microwave oven, electric heater, air condition etc

Question:
Are those devices be CE marked before the boat is CE marked ?

Recommended Solution:

1) The manufacturer or the person who puts the boat on the market is responsible that the boat and the components of annex 2 are in compliance of the RCD.
2) The manufacturer is only responsible for the compliance of components with other directives if these components have not been placed on the market or put into service in the EU.
3) The responsibility of assessment of the NB's is restricted to the RCD.

RSG / ARFU	APPROVED RECOMMENDATION FOR USE Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 36 Revision No.: 5 Date: **2007-05-11** Page: 1/1

Document ID : arfu # 36r5 070511.doc

Origin (Notified Body): IMCI

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Approval by RSG Committee (Meeting No./Date): 30/15-16 June 2005, Decision 36

Approval by Member States Expert Group: Ref doc: "IN Final Recommendations RFU WG 050530"

Additional Comments:

Question related to

Directive No.: 94/25/EC as amended Article: Ch. II, 8 Annex: I, A.2.5, V, VI, VII, , IX, X, XI, XII, XIII &XVI	Standard:	Other:

Key Words:
Technical file, Owner's manual

Scenario/Questions:

1) Can a Notified Body produce, either fully or partly, a Technical File or an Owner's Manual for a Boat builder?

2) Can a company whose equity is partly owned by a Notified Body and or his Staff produce, either fully or partly, a Technical File or an Owner's Manual for a Boat builder?

Recommended Solution:

The answer is "No" for both questions

RSG / ARFU	APPROVED RECOMMENDATION FOR USE Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 39 Revision No.: 4 Date: **2005-11-23** Page: 1/1

Document ID : arfu # 39r4 051123.doc

Origin (Notified Body): PFE 137

Contact Person:

e-mail:

Approval by RSG Committee (Meeting No./Date): 30/15-16 June 2005, Decision 39

Approval by Member States Expert Group: Ref doc: "IN Final Recommendations RFU WG 050530"

Additional Comments:

Question related to

Directive No.: 94/25/EC as amended Article: Annex: I, A.2.1	Standard: ISO 10087	Other:

Key Words:
HIN (ISO) and other HINs

Scenario/Questions:

Situation:

A boat is built outside the EU. As required by the national waterways authorities it has got a (non-ISO) HIN.

The manufacturer wants to export that boat model to the EU. It fulfils all requirements of the RCD and has to get its HIN according to ISO 10087.

Question:

May this boat show both numbers?

Recommended Solution:

Yes.

RSG ARFU	APPROVED RECOMMENDATION FOR USE Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 40 Revision No.: 4 Date: 2005-11-23 Page: 1/1

Document ID : arfu # 40r4 051123.doc

Origin (Notified Body): PFE 134

Contact Person:

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Approval by RSG Committee (Meeting No./Date): 30/15-16 June 2005, Decision 40

Approval by Member States Expert Group: Ref doc: "IN Final Recommendations RFU WG 050530"

Additional Comments:

Question related to		
Directive No.: 94/25/EC as amended Article: Annex: I, A.3.2	Standard:	Other:
Key Words: Acceptable standards other than EN		

Scenario/Questions:

Situation :

Considering the RCD Art. 5, Blue Book Part 1.2, RSG Guidelines and the CC-Paper, the manufacturer has the obligation to prove that his product is in conformity with the essential requirements of RCD by the use of the harmonised standards or other means of his own choice. It is the task of the Notified Body to make its own decision if the level of safety required by the ESR of the Directive is fulfilled or not.

Question:

Are standards other than EN to be used as a method to comply with the RCD?

Recommended Solution:

"Yes, standards other than harmonised standards may be used to demonstrate compliance with the essential requirements of the Directive, unless the Directive specifies explicitly that a harmonised standard has to be used to demonstrate such compliance. (e.g. EN ISO 14509 for the noise emission measurement and EN ISO 8178-1:1996 for the measurement of exhaust emissions).
However industry and notified bodies are urged to use harmonised standards whenever possible, since otherwise they will suffer the consequence of losing the presumption of conformity provided for in article5. Moreover, in the case of craft of design category C with a hull length from 2,5 to 12 metres, non-compliance with the harmonised stability standards will exclude the possibility of conformity assessment in accordance with Module A (internal production control)."

RSG ARFU	APPROVED RECOMMENDATION FOR USE Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 43 Revision No.: 4 Date: 2005-11-23 Page: 1/1

Document ID : arfu # 43r4 051123.doc

Origin (Notified Body): European Certification Bureau B.V.

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Approval by RSG Committee (Meeting No./Date): 30/15-16 June 2005, Decision 43

Approval by Member States Expert Group: Ref doc: "IN Final Recommendations RFU WG 050530"

Additional Comments:

Question related to		
Directive No. 94/25/EC as amended Article: Annex: VII	Standard:	Other:
Key Words: EC type examination		

Scenario/Questions:

Situation:
A producer requests an EC type examination and presents a representative prototype to the Notified Body. One year later there is still no new product.

Question:
Can the producer keep this type examination or should this one be changed to Unit Verification.

Recommended Solution:

"Yes, the manufacturer can maintain this type examination. A notified body can not withdraw an EC-type examination certificate on this basis. Unit Verification certificates (module G) should only be issued at manufacturer's request."

RSG ARFU	APPROVED RECOMMENDATION FOR USE Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 44 Revision No.: 5 Date: 2007-05-11 Page: 1/1

Document ID : arfu # 44r5 070511.doc

Origin (Notified Body):	RSG Chair
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Approval by RSG Committee (Meeting No./Date): 30/15-16 June 2005, Decision 44

Approval by Member States Expert Group: Ref doc: "IN Final Recommendations RFU WG 050530"

Additional Comments:

Question related to		
Directive No.: 94/25/EC as amended Article: Ch. I, Art. 1 Annex:	Standard:	Other:
Key Words: Kit boats		

Scenario/Questions:

Are Kit boats covered by the RCD? There are two interpretations possible for kit boats:

- as amateur built boats they are out of the field of the Directive
- as indicated in the "Comments to the Directive combined" when all parts necessary for completion are supplied and subject to confirmation that the building is properly made, a kit boat can be CE marked.

Recommended Solution:

The interpretation of kit boat should be as given in the CC document, i.e. all parts necessary for completion are supplied by a professional manufacturer. As a person building a boat for own use shall not have it built by others, a kit boat cannot be considered as amateur built. Hence, kit boats of length 2,5-24m are covered by the RCD. Reference is made to the CC document Chapter 1, Article1.

"However, in the clarification provided in the CC-Guide on the exemption of craft built for own use, it is stated that" a kit boat bought by its end user from the kit boat manufacturer, not completed in accordance with the kit boat manufacturer's instructions [i.e. modified[1]] but to the 'desires' of the end user is considered to be a 'boat built for own use'."

[1] It is considered that these modifications relate to compliance with the directive's essential requirements and not features outside the scope of Annex I

RSG ARFU	APPROVED RECOMMENDATION FOR USE Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 45 Revision No.: 5 Date: 2007-05-11 Page: 1/1

Document ID : arfu # 45r5 070511.doc

Origin (Notified Body):	GL
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Approval by RSG Committee (Meeting No./Date): 30/15-16 June 2005, Decision 45

Approval by Member States Expert Group: Ref doc: "IN Final Recommendations RFU WG 050530"

Additional Comments:

Question related to		
Directive No.: 94/25/EC as amended Article: Annex: I, A.3.1 & 5.4	Standard: ISO/DIS 12215-6.1	Other:
Key Words: Assessment of rudder, chain plates and ballast keel attachment.		

Scenario/Questions:

Rudder, chain plates and ballast keel attachment are major structural details of a sailing boat design. ISO/DIS 12215-6.1 (date 2001-03-02) states that "when determining the detailed scantlings of the craft the following considerations shall be taken into account: "followed by a list of items such as rudder stocks, keel bolts, chain plates etc. without providing any criteria of how to consider them. The question is how to achieve a common assessment for all NB's without having as standard providing any criteria of how to consider them.

Recommended Solution:

A Notified Body has the necessary technical competence for conformity assessment. Lack of standards does not exclude important essential requirements for assessment.

RSG ARFU	APPROVED RECOMMENDATION FOR USE Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 48 Revision No.: 4 Date: **2005-11-23** Page: 1/1

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Origin (Notified Body):	IMCI
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Approval by RSG Committee (Meeting No./Date): 30/15-16 June 2005, Decision 48

Approval by Member States Expert Group: Ref doc: "IN Final Recommendations RFU WG 050530"

Additional Comments:

Question related to

Directive No.: 94/25/EC as amended Article: Annex: I, A.2.1	Standard:	Other:

Key Words:
HIN, catamaran hull is today destroyed by collision.

Scenario/Questions:

A catamaran has been marked properly with a HIN on his starboard hull. A hidden HIN was placed inside the hull as well. During some collision this hull has totally be damaged so that a repair is not recommended. As this craft is of demountable type a simple replacement of the damaged hull by a new one is possible.
How to attach a HIN to a replacement hull?

Recommended Solution:

The RSG Group general statement is: Repairs are not covered by the RCD.

See Blue Guide on the implementation of New Approach Directives, § 2.1, 4th bullet point: "Products, which have been repaired without changing the original performance , purpose or type, are not subject to conformity assessment according to the New Approach Directives". Any assessment of the repairs carried out should therefore be done in the voluntary/private domain.

RSG ARFU	APPROVED RECOMMENDATION FOR USE Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 49 Revision No.: 4 Date: **2007-05-11** Page: 1/1

Document ID : arfu # 49r4 070511.doc

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Approval by Member States Expert Group: Ref doc: "IN Final Recommendations RFU WG 050530"

Additional Comments:

Question related to

Directive No.: 94/25/EC as amended Article: Annex: III, IV, XV	Standard:	Other:

Key Words:
Duplicate information

Scenario/Questions:

It appears that Annexes III and XV ask for the component manufacturers to provide duplicate information. Both annexes refer to the components listed in Annex II; first Annex III via Article 4 (3), which refers to Annex II and second Annex XV, which refers to Annex II directly. All information required by Annex III is also required by Annex XV. How to avoid that?

Recommended Solution:

"The information may be provided in one declaration".

RSG / RFU	RECOMMENDATION FOR USE **Recreational Craft Sectoral Group** CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT **Recreational Craft Directive 94/25/EC as amended**	RFU No.: 50 Revision No.: 8 Date: **2010-09-20** Page: 1/1

Document ID : rfu # 50r8 100920

Origin (Notified Body):	IMCI
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Approval by RSG Committee (Meeting No./Date):

Additional Comments:

Question related to		
Directive No.: 94/25/EC as amended Article: Annex: I, A.5.1.1 & II	Standard: EN/ISO 15584: 2001	Other:
Key Words: Ignition protection		

Scenario/Questions:

Should petrol inboard and sterndrive engines be ignition protected as specified in EN/ISO 15584: 2001 and certified under Annex II??

Recommended Solution:

No, engines are not Annex II components.

Electrical devices/components for installation on petrol inboard and stern drive engines shall be certified under Annex II.

Note:

-See also Annex I.A.5.1.1 of the RSG Guidelines.
-DOCs according to Annex XV for these components shall be supplied to the boat builder via the engine manufacturer.

RSG / RFU	RECOMMENDATION FOR USE **Recreational Craft Sectoral Group** CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT **Recreational Craft Directive 94/25/EC as amended**	RFU No.: 51 Revision No.: 6 Date: **2010-09-20** Page: 1/1

Document ID : rfu # 51r6 100920

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Approval by RSG Committee (Meeting No./Date):

Additional Comments:

Question related to		
Directive No.: 94/25/EC as amended Article: Annex: I, A.5.1	Standard: ISO 4589	Other:
Key Words: Insulation material engine room		

Scenario/Questions:

During RSG meeting 20-21 November 1997 it was decided that part 2 of ISO 4589 would be used for determination of allowable insulation materials. The comments to the directive as well as the RSG guidelines refer to ISO 4589 or ASTM D2863. ASTM D2863 is technically equivalent to ISO 4589 part 2:"--This test method and ISO 4589-2 are technically equivalent when using the Type A gas measurement and control device accuracy as described in 6.4."

Therefore we can conclude that the comments and the RSG guidelines mean ISO 4589 part 2 for fulfilling requirement of E.S.R. 5.1.1 Inboard engine. However ISO 9094-1 (relevant standard for Annex I.A.6.1) refers to ISO 4589 part 3. As it is not possible to compare both tests this would mean that a producer needs to have his material tested twice in order to fulfill both requirements.

Recommended Solution:

The 2nd edition of the CC guide and the RSG Guidelines do no longer refer to ASTM D2863, but only to EN ISO 9094-1:2003, which is the only harmonised standard that can be used to benefit from the presumption of conformity with regard to requirement of Annex I.A 5.1.1 that insulating materials inside engine spaces shall be non-combustible. In this harmonised standard reference is made to ISO4589, Part 3, for the measurement of the oxygen index. If this harmonised standard is not followed, or the measurement of the oxygen index is done in accordance with another standard, the manufacturer has the obligation to prove that the insulating material being used complies with this essential requirement.

RSG ARFU	APPROVED RECOMMENDATION FOR USE Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 54 Revision No.: 4 Date: 2005-11-23 Page: 1/1

Document ID : arfu # 54r4 051123.doc

Origin (Notified Body):	IMCI
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Approval by RSG Committee (Meeting No./Date): 30/15-16 June 2005, Decision 54

Approval by Member States Expert Group: Ref doc: “IN Final Recommendations RFU WG 050530”

Additional Comments:

Question related to		
Directive No.: 94/25/EC as amended Article: Ch. I Art. 1 Annex:	Standard:	Other:
Key Words: floating devices with special recreational purposes		

Scenario/Questions:

Scenario: There are floating devices with i.e. water-chutes (slides) out in the field. Others are used to take a sunbath only or to serve as a floating island. These devices are either rigid or inflatable or rigid inflatable. Their size is above 2,50 m of length or diameter. They are free floating and/or moored and not used to move specifically from point A to point B by engine or human power.

Question: Are these devices considered as boats in the sense of RCD?

Recommended Solution:

RSG agrees that aquatic toys are not considered as boats and are out of the scope of the RCD.

RSG RFU	RECOMMENDATION FOR USE Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 55 Revision No.: 7 Date: 2007-05-11 Page: 1/1

Document ID : rfu # 55r7 070511.doc

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Approval by RSG Committee (Meeting No./Date):

Additional Comments:

Question related to		
Directive No.: 94/25/EC as amended Article: Annex: I, A. 5.1.2, 5.2 & 5.3	Standard: EN ISO 11105:1997 ISO 10088:2001	Other:
Key Words: Ignition Protection / compartments open to atmosphere		

Scenario/Questions:

Scenario: In EN ISO 11105:1997, "Ventilation of petrol engine and/or petrol tank compartment", § 4.7, the ignition protection of electrical devices is reduced to compartments which are not open to atmosphere (Definition given in §3.1 of that standard).
Furthermore in ISO 10088:2001 in §4.3.4 it says that "Petrol engine compartments and petrol tank compartments shall have ventilation and ignition protection in accordance with ISO 11105 and ISO 8846". However in ISO 10088:2001 in §4.1.5 it says that "Electrical devices located in compartments with petrol tanks or petrol fuel system connections or joints shall be ignition protected in accordance with ISO 8846".

Question: Should electrical devices be ignition protected in petrol engine/tank compartments that are just opened to atmosphere in their upper part and corners are existing inside these compartments where petrol gas might accumulate?

Recommended Solution:

Yes, electrical devices that are installed in compartments defined as open to atmosphere have to be ignition protected, if the regarding compartments have their opening solely in the upper part.

RSG ARFU	APPROVED RECOMMENDATION FOR USE Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 56 Revision No.: 5 Date: 2007-05-11 Page: 1/1

Document ID : arfu # 56r5 070511.doc

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Approval by Member States Expert Group: Ref doc: "IN Final Recommendations RFU WG 050530"

Additional Comments:

Question related to			
Directive No.:	94/25/EC as amended	Standard:	Other:
Article:	Ch. I, Art. 2 (1)		
Annex:	I, A.3.4		
Key Words: Sliding roof hatches and cabin doors			

Scenario/Questions:

Scenario: Sliding roof hatches and cabin doors that can not be secured in open position may in heavy seas and at manoeuvring at high-speed start sliding and cause injuries to people on board.
This item is not covered by any of the mandated ISO standards, but article 2, clause 1 of the directive requires that products refereed to in article 1 shall not endanger the safety and health of persons when correctly constructed and maintained.

Recommended Solution:

"Lock for open position of sliding roof hatches and cabin doors to be recommended, provided a warning for petrol boats on the risk and potential for exhaust gas intrusion. This recommendation may be included in ISO 12216."

RSG ARFU	APPROVED RECOMMENDATION FOR USE Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 58 Revision No.: 4 Date: 2005-11-23 Page: 1/1

Document ID : arfu # 58r4 051123.doc

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Approval by RSG Committee (Meeting No./Date): 30/15-16 June 2005, Decision 58

Approval by Member States Expert Group: Ref doc: "IN Final Recommendations RFU WG 050530"

Additional Comments:

Question related to			
Directive No.:	94/25/EC as amended	Standard:	Other:
Article:	Ch. II, 8		
Annex:	V, VI & VII		
Key Words: Craft modification during production			

Scenario/Questions:

There are two forms of craft modifications during production:

1. Modification of a product type (Module B): The manufacturer changes one model of the EC type approved product. In this case the manufacturer has to inform the notified body, who holds the technical documentation, of the change he made. When the change affects the conformity of the ESRs, an addition to the EC type examination certificate must be issued. This scenario is stated in Annex VII para 6.
2. Modification of a product (Module A or Aa): The manufacturer changes the product, rather than the product type. When he modifies the product to such extend that it would affect the ESRs, the craft could be considered as a new product and the manufacturer should self-certify the product again.

Is the understanding of both cases above correct?
Do modifications that affect the ESR in a positive way need to be re-assessment?

Recommended Solution:

If compliance with the ESRs is affected by modifications the craft should be re-assessed.

RSG ARFU	APPROVED RECOMMENDATION FOR USE Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 59 Revision No.: 5 Date: 2007-05-11 Page: 1/1

Document ID : arfu # 59r5 070511.doc

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Approval by Member States Expert Group: Ref doc: "IN Final Recommendations RFU WG 050530"

Additional Comments:

Question related to

Directive No.:	94/25/EC as amended	Standard:	Other:
Article:	Ch. II, 8		
Annex:	VI, VII, IX, X, XI, XII, XVI, XVII		

Key Words:
Non-conformity, reassessment

Scenario/Questions:

When non-conformity has been found on board during an inspection, what are acceptable ways for the producer to proof compliance of his product after the changes? When is reassessment needed?

Recommended Solution:

Notified Bodies may accept a picture, a written declaration of the manufacturer or a drawing of change. Decision of acceptance on the proof of compliance is to be made by the Notified Body according to the nature of the non-conformity and taking into account the relevant provisions of the applied conformity assessment module.

RSG RFU	RECOMMENDATION FOR USE Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 60 Revision No.: 7 Date: 2005-11-23 Page: 1/1

Document ID : rfu # 60r7 051123.doc

Origin (Notified Body):	PFE # 174
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Approval by Member States Expert Group: Ref doc:

Additional Comments:

Question related to

Directive No.:	94/25/EC as amended	Standard:	Other:
Article:		EN ISO 7840:2004	
Annex:	I, A.5.2.1	EN ISO 16147:2001	

Key Words:
Fuel Return lines

Scenario/Questions:

Some automotive based diesel engines, commonly used in small craft, feature non-fire resistant tubing to carry leak-off fuel from the injectors. This fuel return normally connects with the fuel pump return line before going to the tank.
In the event of a fire it is believed that a failure of these tubes could lead to a leak of fuel that may increase or 'feed' 'the fire.
The fitting of hose that meets the fire resistance test of ISO 7840 in place of the original tubing is impractical due to the design of the injector and the non-availability of suitable small bore hose.
By arranging the tube installation so that the amount of fuel in the injector return system is reduced to the minimum the possibility of 'feeding' the fire is removed.
Or by shielding the injector return system from fire, the risk of failure is removed.

Recommended Solution:

Applying § 5.3.1 of EN ISO 16147:2001 should be the preferred option, where the fitting of fire-resistant hoses complying with EN ISO 7840:2004 in place of the original tubing would be impractical.

The following three options meet the Essential Safety Requirement 5.2.1."The filling, storage, venting and fuel-supply arrangements and installations shall be designed and installed so as to minimise the risk of fire and explosion".

Option 1: To minimise the flow of fuel from the injector leak off tubes in the event of a failure, a separate injector leak-off return line from the engine complying with EN ISO 7840:2004, self draining to the fuel tank, or other collection tank.

OR

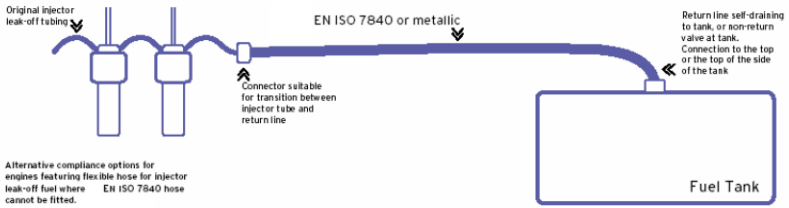
Option 2: To minimise the risk of reverse flow from either the fuel tank return line or the fuel pump return line in the event of the injector fuel return line failing due to fire damage, the installation of a non-return valve between the injector leak off line and the fuel pump return line. The separate return line from the engine shall be in compliance with EN ISO 7840:2004.

OR

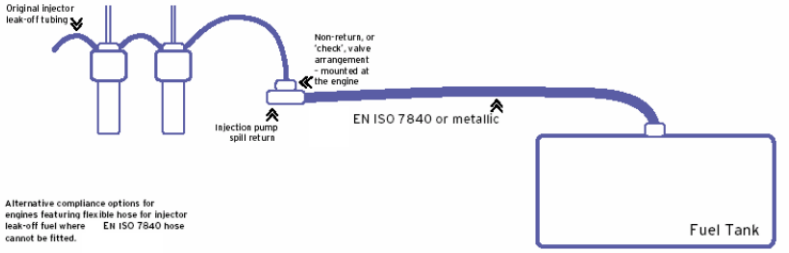
Option 3: To minimise the risk of failure through fire, the injector return system shall be shielded and fire tested in accordance with ISO 7840 Annex A, as installed on the engine.

The three options shall apply to engines with a total fuel flow rate (all injectors, excluding injector pump) in the injector return system of maximum 8.3 ml/min.

Option 1 Direct return to tank



Option 2 Connection to fuel system through non return valve - Example



RSG / RFU	**RECOMMENDATION FOR USE** **Recreational Craft Sectoral Group** CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT **Recreational Craft Directive 94/25/EC as amended**	RFU No.: 61 Revision No.: 5 Date: **2005-11-23** Page: 1/1

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Origin (Notified Body):	PFE # 175
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Approval by Member States Expert Group: Ref doc:

Additional Comments:

Question related to			
Directive No.:	94/25/EC as amended	Standard:	Other:
Article:			
Annex:	I, A.5.6	ISO 9094 -1/2	

Key Words:
Fixed fire-extinguishing systems - EN 9094-1/2

Scenario/Questions:

Standard ISO 9094 does not indicate if the visual indication of discharge of an extinguishing system should be placed in or out the protected place, As the standard is written now the visual indication could be inside the engine room. Opening the protected place to control if the extinguishing system has been discharged could lead to dangerous situations.

STANDARD ISO 9094-1/2
Small craft — Fire protection —Part 1:Craft with a hull length of up to and including 15 m.
7 Fixed fire-extinguishing systems.
7.5 Discharge and control.
7.5.1 A visual indication of discharge shall be provided.

Recommended Solution:

"A visual indication shall be placed so it can be seen from outside the protected space (e.g. an LED).

Note: The protected space shall be the engine space or any similar space protected by the fire-extinguishing system."

RSG / RFU	RECOMMENDATION FOR USE Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 62 Revision No.: 7 Date: 2008-11-04 Page: 1/1

Document ID : rfu # 62r7 081104.doc

Origin (Notified Body):	PFE # 164
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Approval by RSG Committee (Meeting No./Date):

Approval by Member States Expert Group: Ref doc:

Additional Comments:

Question related to

Directive No.: 94/25/EC as amended Article: Ch. I, Art. 1 & 2(a) Annex:	Standard:	Other:

Key Words:
CE Marking of Canoes

Scenario/Questions:

None of the following described “canoes” have a CE-marking. Should they have???

Example 1: Open boat with a canoe shaped hull (bow and stern) and equipped with two one oars considered for rowing.

Example 2: Open boat with a canoe shaped bow and fitted with an outboard engine

Example 3: Open boat with a canoe shaped bow and fitted with an outboard engine and with two one oars considered for rowing.

The exclusions in Article 1 3 (b) (canoes and kayaks, gondolas and pedalos) concern types of watercraft, which are by nature incompatible with some of the essential requirements but whose inclusion in the Directive might be debatable. Canoes and kayaks, gondolas and pedalos are considered to be craft designed to be propelled by human power excluding rowing. Rowing is considered to be the use of more than one oar.

Recommended Solution:

Yes.

Reference to the CC Guide Article 1 (3) b

> “The exclusions in (b) concern types of watercraft, which are by nature incompatible with some of the essential requirements but whose inclusion in the Directive might be debatable. Canoes and kayaks, gondolas and pedalos are considered to be craft designed to be propelled by human power excluding rowing. Rowing is considered to be the use of more than one oar. If canoes are so designed and constructed that they can be fitted with an engine and placed on the market as such, they are covered by the Directive.”

RSG / RFU | RECOMMENDATION FOR USE
Recreational Craft Sectoral Group
CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT
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Only craft >= 1,1 m are covered by ISO 12217.

RSG urges ISO TC 188 to create a stability standard covering craft being narrower than 1,1 m powered by engines, sails or oars .

For the time being and due to the lack of a harmonised standard RSG requests all Notified Bodies to assess the stability of powered craft with B_H < 1,1 m according to their professional judgement under their competence.

RSG / ARFU	APPROVED RECOMMENDATION FOR USE Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 64 Revision No.: 5 Date: **2007-05-11** Page: 1/1

Document ID : arfu # 64r5 070511.doc

Origin (Notified Body):	PFE # 178
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Approval by RSG Committee (Meeting No./Date): 30/15-16 June 2005, Decision 64

Approval by Member States Expert Group: Ref doc: "IN Final Recommendations RFU WG 050530"

Additional Comments:

Question related to			
Directive No.: 94/25/EC as amended Article: Ch. I, Art. 3 Annex: I		Standard:	Other:
Key Words: Compliant and non-compliant systems installed on board in parallel			

Scenario/Questions:

A boat is under RCD assessment. The manufacturer installs parallel to some device (# 1) covered by the RCD requirements a second device of same function but different characteristics (# 2) leaving by some switch the choice of using the one or the other device by the user.
With # 1 the boat complies fully with RCD. If # 2 would be installed as the only option, the boat would not comply with RCD.
The OM shows the caution note: Please use device # 2 only when having left EU demarcation lines.

Is this approach in accordance with RCD?

Recommended Solution:

No. (Compare RCD Article 3)

RSG / ARFU	APPROVED RECOMMENDATION FOR USE Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 65 Revision No.: 5 Date: **2007-05-11** Page:1/1

Document ID : arfu # 65r5 070511.doc

Origin (Notified Body):	PFE # 179
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Approval by Member States Expert Group: Ref doc: "IN Final Recommendations RFU WG 050530"

Additional Comments:

Question related to			
Directive No.: 94/25/EC as amended Article: Ch. I, Art. 1 Annex:		Standard:	Other:
Key Words: Powered remote controlled unmanned device			

Scenario/Questions:

A builder in the USA is about to be assessed for a product, a self-propelled "doodlebug" which tows a water-skier. The skier controls the speed and direction of this self powered device through the connecting tow line.

No one rides on it, but it does have all the other features of a boat; engine, fuel system, steering et cetera. These vessels are banned in Canada.

Is it a craft covered by the RCD?

Recommended Solution:

No, it is not a craft covered by the RCD.

RSG RFU	RECOMMENDATION FOR USE Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 66 Revision No.: 4 Date: 2007-05-11 Page: 1/4

Document ID : rfu # 66r4 070511.doc

Origin (Notified Body):	ICOMIA
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Approval by RSG Committee (Meeting No./Date): meeting No. 30/15-16th June 2005, Decision 8

Approval by RSG Committee (Meeting No./Date): meeting No. 29/13-14th January 2005

Additional Comments:

Question related to		
Directive No.: 94/25/EC as amended Article: Annex: I.C & VI.B	Standard:	Other:
Key Words: Boat families		

Scenario/Questions:

Annex VI.B states:

"For recreational craft fitted with inboard or stern drive engines without integral exhaust and for personal watercraft:

On one or several craft representing the production of the craft manufacturer, the sound emission tests defined in Annex I.C shall be carried out by the craft manufacturer, or on his behalf, under the responsibility of a notified body chosen by the manufacturer."

Module Aa recognizes that not all craft will have to be tested if the builder can establish a selection of craft representing the production. Furthermore, it should be noted the European Commission's Application Guide to Directive 94/25/EC specifies in relation to Module Aa assessment that "in discussions with the manufacturer, the notified body should agree on the type, number and scope of the tests to be carried out".

How can the builder establish this selection of craft representing the production?

RSG RFU	RECOMMENDATION FOR USE Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 66 Revision No.: 4 Date: 2007-05-11 Page: 2/4

Recommended Solution:

"Boat family" is a grouping of craft which have similar sound emission characteristics and which comply with the sound emission requirements of the directive.
Boat builders select "Master Boats" against which other boats are assessed. Such Master Boats must have taken and passed the "pass-by" test (EN ISO 14509).

The following provides a guide for establishing such grouping:

Boat builders may establish boat families in discussion with their Notified Body by using the following guidelines:

CRITERIA TO DEVELOP BOAT FAMILIES

1. Selection of Master Boat.
   - Selection of Master Boats should be made in coordination with the Notified Body.
   - Master Boats must record a sound level in the EN ISO 14509 pass by test equal to or less than the following[1]:
     i. Single Engined Craft – 72 dB(A)
     ii. Multiple Engined Craft - 75 dB(A)
     This is because of the current tolerance between pass-by sound measurements and on-board sound measurements. (It is hoped that this tolerance may be revised down slightly following further evaluation from the Soundboat project)

2. Parameters for establishing a Boat Family:

	Key Parameters	Units	Master Boat	Family Boat	Tolerance Level vs. Master Boat	Within Tolerance? Yes/no
1	Length of the waterline L_{WL} as defined in ISO 8666	m			± 10 %	
2	Beam at the waterline B_{WL} as defined in ISO 8666	m			± 10 %	
3	Bottom type configuration (hard-chine, multi-chine, flat, round)				Same	
4	Performance test mass, *m*p as defined in EN ISO 8666	kg			± 25 %	
5	Test Speed	km/h			±25%	
6	Number of engines				Same	
7	Exhaust outlet location during test above or below waterline				Same	

[1] These tolerances are for engines >40kw. For lower power settings, Table 2, Annex 1 of Directive 2003/44/EC must be used. The same tolerance of 3 dB(A) must be applied.

RSG / RFU	RECOMMENDATION FOR USE Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 66 Revision No.: 4 Date: 2007-05-11 Page: 3/4

	Key Parameters	Units	Master Boat	Family Boat	Tolerance Level vs. Master Boat	Within Tolerance? Yes/no
8	stern shape (plan view)				Same	
9	stern shape (elevation)				Same	
10	stern swim platform yes or no				Same	
11	stern swim platform construction (solid or open)				Same	
12	On-board sound level. Enter Master Boat's Maximum Allowable Sound and Family Boat's recorded on-board sound	dB(A)			Equal to or less than Master Boat's Maximum Allowable Sound	

3. Operating and Test Conditions for on-board sound measurement

- The boat speed shall be 70 km/h or maximum speed whichever is the smaller
- Equipment Specification: The sound measurement equipment including the windshield recommended by the manufacturer shall meet the requirements for a Class 2 instrument according to IEC 61672-1. A sound calibrator, which meets the requirements of IEC 60942 shall be used. The overall acoustic performance of the measurement equipment shall be checked with the sound calibrator according to the instructions of its manufacturer at the beginning and at the end of each series of measurements, and at least at the beginning and end of each measurement day. The sound calibrator used for calibration of the sound level meter shall undergo laboratory verification every year with traceability to a primary standards laboratory. The microphone shield shall not show any evidence of moisture.

4. Measurement of on-board Sound

- Overall A-weighted (setting on sound meter) sound measurements shall be made at the seven microphone positions given in the figure in paragraph 5 below.
- The microphone is best fitted to the end of a pole which is held manually in turn at each of the positions indicated in paragraph 5 for the time specified
- Each on-board sound level measurement shall be averaged over a 10 seconds period.
- At all times the microphone windshield must remain dry.
- The average of these seven sound level measurements shall be the arithmetic average of the value measured at each of the seven microphone positions.
- **Master Boats**. The sound level recorded on the sound pass-by test shall be subtracted from the allowable maximum in paragraph 1a or 1b above as applicable. This result should be added to the actual recorded on-board sound. This total will be known as the Master Boat's Maximum Allowable Sound.
- **Family Boats**. The family boat's on-board sound measurement must be equal to or less than the Master Boat's Maximum Allowable Sound.

RSG / RFU	RECOMMENDATION FOR USE Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 66 Revision No.: 4 Date: 2007-05-11 Page: 4/4

- The family boat's average sound level measurement is the on-board sound level to be inserted at Item 12 in the Key Parameters Table in paragraph 2 above.

Example:

The **Master Boat** with a single engine records the following sound emissions:

- EN ISO 14509 Test: 69dB(A)
- On-board sound: 80dB(A)

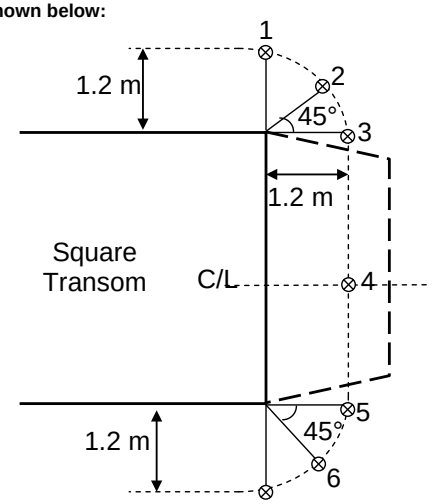
Calculation of Maximum Allowable Sound

- Allowed sound level (single engine) (a) 72dB(A)
- Recorded EN ISO 14509 sound (b) 69dB(A)
- Difference (a) minus (b) = (c) 3dB(A)
- Maximum Allowable Sound: Recorded on-board sound (80dB(A)) + Difference at (c) 3dB(A) = 83dB(A). This must be entered at Item 12 in the table in paragraph 2.

The **Family Boat** on-board sound measurement:

- Recorded On-Board Sound of family boat was 82dB(A), which is less than the Master Boat's Maximum Allowable Sound of 83dB(A). The 82dB(A) must be entered at Item 12 in the table in paragraph 2.

5. On-board Sound Measurement.
Microphone Positions. **Measurements shall be made at the seven microphone positions shown below:**



NB. Microphones shall be located as close to 1.2m from the hull as practically possible. Similarly they shall be located as close to 1.2m from the water surface as practically possible.

RSG RFU	RECOMMENDATION FOR USE Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 67 Revision No.: 6 Date: **2008-01-29** Page: 1/1

Document ID : rfu # 67r6 080129.doc

Origin (Notified Body):	RINA
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Approval/Revision by RSG Committee (Meeting No./Date): meeting No. 31/17-18th November 2005

Approval by RSG Committee (Meeting No./Date): meeting No. 29/13-14th January 2005

Additional Comments:

Question related to		
Directive No.: 94/25/EC as amended Article: Chapter II, 8 Annex: V, VI, VII, XI, XII	Standard:	Other:

Key Words: existing " EC Type-Examination Certificates " (module B) issued under Directive 94/25/EC

Scenario/Questions:

From 1st January 2005 and considering that existing EC Type-Examination Certificates issued under Directive 94/25/EC can maintain their validity for the transitional period only, for boats still in production and to be placed in the market, Manufacturers will have to apply with a Notified Body for a new EC Type-Examination Certificate to certify conformity with amending provisions of Directive 2003/44/EC or an additional approval to EC Type-examination Certificate issued under Directive 94/25/EC.

What kind of assessment / verifications the Notified Body will have to carry out (excluding "noise emission" to be assessed under Module A, Aa, G or H)?

Recommended Solution:

Either an addition to an existing EC Type-Examination Certificate issued under Directive 94/25/EC or a new EC Type-Examination Certificate may be issued by the Notified Body on the basis of an examination of technical documentation and/or declaration supplied by the Manufacturer concerning the compliance with the new and amended provisions regarding design and construction introduced by Directive 2003/44/EC and after having verified that the type has been manufactured in conformity with the technical documentation and/or declaration.

Such an examination may be complemented with an inspection of the type as deemed appropriate by the Notified Body, but should be limited to verify the conformity of the type with the new and amended provisions regarding design and construction as introduced by directive 2003/44/EC.

RSG RFU	RECOMMENDATION FOR USE Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 68 Revision No.: 1 Date: **2007-05-11** Page: 1/1

Document ID : rfu # 68r1 070511.doc

Origin (Notified Body):	IMCI (PFE 185)
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Approval/Revision by RSG Committee (Meeting No./Date): meeting No. 31/17-18th November 2005

Additional Comments:

Question related to			
Directive No.: 94/25/EC as amended Article: Ch. II, 8 Annex: I.B		Standard:	Other:

Key Words: Exhaust gas emissions from engines running on both petrol and Diesel

Scenario/Questions:

An engine manufacturer has an engine model that is a spark ignited. It is an engine that can also run on Diesel.

Question:
Does this engine need assessment for both ignition types?

Recommended Solution:

Yes, due the fact that a worst case scenario cannot be defined covering all types of emission components.

RSG RFU	**RECOMMENDATION FOR USE** **Recreational Craft Sectoral Group** CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT **Recreational Craft Directive 94/25/EC as amended**	RFU No.: 69 Revision No.: 1 Date: **2007-05-11** Page: 1/1

Document ID : rfu # 69r1 070511.doc

Origin (Notified Body):	Lloyd's Register Quality Assurance GmbH (PFE 189)
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Approval/Revision by RSG Committee (Meeting No./Date): meeting No. 31/17-18th November 2005

Approval by RSG Committee (Meeting No./Date): meeting No. 29/13-14th January 2005

Additional Comments:

Question related to			
Directive No.:	94/25/EC as amended	Standard:	Other:
Article:	Ch. I, Art. 4.4		
Annex:	I.B and XV		

Key Words: Exhaust emission, EC type examination certificate, Compression ignition engines which are type approved according to Directive 97/68/EC (stage II) or Directive 88/77/EEC

Scenario/Questions:

Article 4.4 refers to engines which are type-approved according to 97/68/EC (stage II) or 88/77/EEC. The engine manufacturer is required to declare the conformity with 94/25/EC as amended in accordance with Annex XV.3 where appropriate before it is placed on the market and/or put into service.

The Declaration of Conformity (DoC) in Annex XV.3 requires the reference to an EC type examination. Is it therefore necessary for subject engine manufacturers to apply for an EC-type examination certificate in addition to the existing approval?

Recommended Solution:

No, because

- Engines, type approved for marine use according to 97/68/EC (stage II) keeping the limits of Directive 94/25/EC as amended, need no additional EC type examination certificate. The Declaration of Conformity (DoC) may refer to the existing type-approval.

- Engines type approved according to 97/68/EC (stage II) or 88/77/EEC keeping the limits of Directive 94/25/EC as amended but modified for marine use after being type approved generally do not need to be assessed by a Notified Body for conformity with 94/25/EC as amended, if the engine manufacturer's installation specifications for the existing approval are kept. The engine manufacturer may refer to the existing type approval on the DoC.

However, it is the choice of the engine manufacturer to apply for an additional Notified Body assessment and certification in accordance with one of the options given in Article 8.3 to verify his declaration.

RSG RFU	**RECOMMENDATION FOR USE** **Recreational Craft Sectoral Group** CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT **Recreational Craft Directive 94/25/EC as amended**	RFU No.: 70 Revision No.: 1 Date: **2007-05-11** Page: 1/1

Document ID : rfu # 70r1 070511.doc

Origin (Notified Body):	ECB (PFE 186)
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Approval/Revision by RSG Committee (Meeting No./Date): meeting No. 32, 03/04 May 2006

Additional Comments:

Question related to			
Directive No.:	94/25/EC as amended	Standard:	Other:
Article:			
Annex:	I, A.3.8		

Key Words: Viable means of escape for multihull craft

Scenario/Questions:

What is a viable means of escape?

a. Text of section 3.8 of Annex I of the Directive:

All habitable multihull craft over 12 metres long shall be provided with viable means of escape in the event of inversion.

All habitable craft shall be provided with viable means of escape in the event of fire.

Recommended Solution:

Technical view in the event of fire:
Viable means of escape in the event of fire is covered by ISO 9094
The specification of hatches is covered ISO 12216.

Technical view in the event of inversion:
A "viable means of escape" is any kind of suitable method designated and prepared by the manufacturer providing persons on board to safely escape to the outside of the craft in inverted position. A "viable mean of escape" shall not compromise the stability or buoyancy in all floating conditions and does not necessarily needs to be a hatch.

Manufacturers shall describe in the owner's manual how persons on board can safely escape the craft in inverted position from each habitable compartment of the craft.

RSG / RFU	RECOMMENDATION FOR USE **Recreational Craft Sectoral Group** CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT **Recreational Craft Directive 94/25/EC as amended**	RFU No.: 71 Revision No.: 4 Date:**2008-11-04**

Document ID : rfu # 71r4 081104.doc

Origin (Notified Body):	ECB (PFE 187)
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Approval/Revision by RSG Committee (Meeting No./Date): meeting No. 32, 03/04 May 2006

Additional Comments:

Question related to		
Directive No.: 94/25/EC as amended Article: Annex: I, A.5.4.2	Standard:	Other:
Key Words: Emergency arrangements for steering		

Scenario/Questions:

Article 5.3.2
Emergency arrangements
Sailboat and single-engine inboard powered motor boats with remote-controlled rudder steering systems shall be provided with emergency means of steering the craft at reduced speed.

Question 1: Is a twin screw sail boat (multihull) equivalent to a twin engine powered boat, with respect to emergency steering?

Question 2: "Can an autopilot system can be considered as an emergency system?"

Draft Recommended Solution:

General:
Emergency steering means any kind of means provided by the manufacturer to be used in case of failure of the remote control of the primary steering system.

Answer to question 1:
Parallel twin screw arrangement may be considered as an emergency steering means when the screws can be controlled separately.

Answer to question 2: An autopilot system may be considered as an emergency system provided its operation is independent from the remote control of the primary steering system. This means that it is not depending on the same power source and transmission of the primary system

RSG / RFU	RECOMMENDATION FOR USE **Recreational Craft Sectoral Group** CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT **Recreational Craft Directive 94/25/EC as amended**	RFU No.: 72 Revision No.: 2 Date: **2010-09-20** Page: 1/1

Document ID : rfu # 72r2 100920

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Approval/Revision by RSG Committee (Meeting No./Date): meeting No. 32, 03/04 May 2006

Additional Comments:

Question related to		
Directive No.: 94/25/EC as amended Article: Annex: I.B.2, XV.3	Standard:	Other:
Key Words: Declaration of Conformity, Exhaust emissions, Engines without integral exhaust		

Scenario/Questions:

Secenario:
Reference is made to the Declaration of Conformity issued by an engine manufacturer for an engine without integral exhaust (Annex XV.3):
Quote…
"the declaration of conformity shall include in addition to the information of point 2, a statement of the manufacturer that the engine will meet the exhaust emission requirements of this Directive, when installed in a recreational craft, in accordance with the manufacturer's supplied instructions and that this engine must not be put into service until the recreational craft into which it is to be installed has been declared in conformity, if so required, with the relevant provision of the Directive;"
…unquote.

With the above the engine manufacturer is leaving the responsibility to ensure continuous validity of compliance with the exhaust emission limits for the engine with the boat manufacturer who is installing the individual exhaust system. (Usually the installation instructions of the engine manufacturer will give reference to a maximum exhaust gas backpressure which has to be kept). As well the decision of the Commission that engines without integral exhaust system have to be CE marked is not altering the above situation.
http://europa.eu.int/comm/enterprise/maritime/maritime_regulatory/doc/compliance_matrix_rev1.pdf

However, the new Declaration of Conformity form for the RCD as amended (see ICOMIA web page: http://www.icomia.com/technical-info/document.asp?TI_ID=7) does not provide a distinction between engines with and engines without integral exhaust system regarding Annex I. B. Therefore, the current form is only suitable for boats which are equipped with an engine with integral exhaust system.

Draft Recommended Solution:

Notified Bodies which are responsible for issuing the certificate for exhaust emissions of inboard engines and stern drive engines without integral exhaust are recommended to add to their certificate the sentence:
"This certificate is only valid, if the engine is installed in accordance with the engine installation instructions supplied by the engine manufacturer."
Note:

- NB's shall consider Annex I.B.4 of the RSG Guidelines.
- Notified Bodies shall verify that the owner's manual issued by the engine manufacturer contains instructions for installation and maintenance.

RSG / RFU	RECOMMENDATION FOR USE **Recreational Craft Sectoral Group** CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT **Recreational Craft Directive 94/25/EC as amended**	RFU No.: 73 Revision No.: 3 Date: **2009-02-19** Page: 1/2

Document ID : rfu # 73r3 090219.doc

Origin (Notified Body):	**ICOMIA (PFE #193)**
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Approval/Revision by RSG Committee (Meeting No./Date): meeting No. 34, 10/11 May 2007

Approval/Revision by RSG Committee (Meeting No./Date): meeting No. 32, 03/04 May 2006

Additional Comments:

Question related to		
Directive No.: 94/25/EC as amended Article: Ch. II, Art. 8 (1) Annex: IV, IX (1), XI (2), XII (1), XVI (1)	Standard:	Other:

Key Words: Marking when more than one NB is involved

Scenario/Questions:

How should the identification numbers of the notified bodies accompany the CE marking on the builders plate in those cases where the responsible (not subcontracting) notified bodies involved in the conformity assessment of design and construction compliance (under module B+D, B+E, B+F, G or H) are not the same as the one involved in the conformity assessment of the noise emission compliance (under module G or H)?

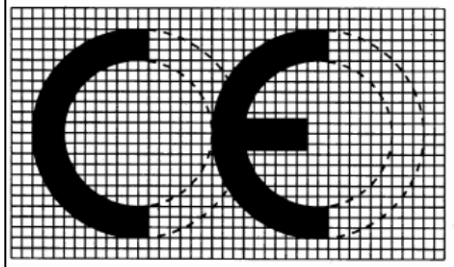
Draft Recommended Solution:

The identification numbers of Notified Bodies can be vertically or horizontally arranged. The top or left position shall be allocated for the identification number of the NB for design and construction. The bottom or right position shall be allocated for the identification number of the NB for sound assessment.

Additional Note: Separate PCA certification for design and construction, noise and exhaust by more than one Notified Body is not possible.
This scenario also does not include a notified body subcontracting a part of the assessment.

RSG / RFU	RECOMMENDATION FOR USE **Recreational Craft Sectoral Group** CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT **Recreational Craft Directive 94/25/EC as amended**	RFU No.: 73 Revision No.: 3 Date: **2009-02-19** Page: 2/2

Example 1:



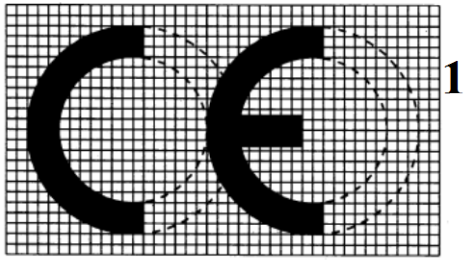
Notified Body for design and construction

1234

5678

Notified Body for sound assessment

Example 2:



1234

5678

Notified Body for sound assessment

Notified Body for design and construction

RSG / RFU	RECOMMENDATION FOR USE Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 74 Revision No.: 1 Date: 2007-05-11 Page: 1/1

Document ID : rfu # 74r1 070511.doc

Origin (Notified Body): **DG TREN/RSG Subgroup CAP**

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Approval/Revision by RSG Committee (Meeting No./Date): meeting No. 32, 03/04 May 2006

Additional Comments:

Question related to		
Directive No.: 94/25/EC as amended Article: Ch. II, Art. 8 (1) Annex:	Standard:	Other:

Key Words: Post Construction Assessment, Report of Conformity

Scenario/Questions:

The recent discussions in the RSG working groups on PCA agreed that the "report of conformity" as described in the RSG guidelines 2006 is more or less comparable to a technical documentation which has to be drawn up by a manufacturer if he would apply for a "normal" conformity assessment of his product. Since there is most probably no such technical documentation in the case of PCA, the NB may have to make further calculations etc (compare 2006 RSG Guidelines, revision 5, chapter I d)) to have an as complete set of technical data on which it can base its assessment of the craft's equivalent conformity with the relevant requirements of the Directive. In line with that reasoning, the report of conformity would have the equivalent value of a technical documentation that has been assessed and approved by Notified Body, and should therefore be kept by the person that applied for the PCA (as he is taking over the responsibility normally assumed by the manufacturer) and have it available for inspection by the relevant national authorities.

Draft Recommended Solution:

The report of conformity should be kept by the person that applied for the PCA (as he is taking over the responsibility normally assumed to be taken over by the manufacturer) together with the DoC and have it available for inspection by the relevant national authorities.
A standard DoC for PCA is actually defined by EBA on behalf of ADCO.

RSG / RFU	RECOMMENDATION FOR USE Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 75 Revision No.: 2 Date: 2008-11-03 Page: 1/2

Document ID : rfu # 75r2 081103.doc

Origin (Notified Body): CAP Group/LRQA GmbH (PFE #200)

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Approval/Revision by RSG Committee (Meeting No./Date): meeting No. 32, 03/04 May 2006

Additional Comments:

Question related to		
Directive No.: 94/25/EC as amended Article: Ch. I, Art. 5 Annex:	Standard:	Other:

Key Words: Withdrawn harmonised standards, Validity of certificates

Scenario/Questions:

If a harmonised standard is superseded and replaced by a revision a date of cessation of presumption of conformity for the superseded standard is communicated in the Official Journal together with the references of the revision of the harmonized standard. (See 'Blue Book' part 4.5 'Revision of harmonized standards')

a) Can a superseded version of a harmonized standard still be used by a Manufacturer to demonstrate the conformity with an Essential Requirement after the date of cessation of presumption of conformity?

b) Is a Module B certificate for a series production still valid if its presumption of conformity with a certain Essential Requirement was based upon conformity with a version of a harmonized standard which was superseded after the certificate had been issued?

c) What necessary action is required by the Notified Body who has issued the above mentioned certificate(s)?

Draft Recommended Solution:

a) No.

b) Yes, subject to respecting the conditions of validity mentioned on the certificate.
Nevertheless manufacturers should be aware of upcoming new legislation as announced by Article R2, § 4 of Annex I to the New Legislation Framework Decision No 768/2008/EC of the European Parliament and of the Council on a common framework for the marketing of products which specifies that "*Manufacturers shall ensure that procedures are in place for series production to remain in conformity. Changes in product design or characteristics and changes in the harmonised standards or in technical specifications by reference to which conformity of a product is declared shall be adequately taken into account*."

RSG / RFU	RECOMMENDATION FOR USE **Recreational Craft Sectoral Group** CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT **Recreational Craft Directive 94/25/EC as amended**	RFU No.: 75 Revision No.: 2 Date: **2008-11-03** Page: 2/2

c) RSG should assess each revision of a harmonized standard with a view to consider the impact of that revision with regard to the presumption of conformity with the relevant essential requirement and the eventual need to renew or amend the certificates issued based upon the superseded standard.
Also RSG members should be aware about changes coming with the New Legislation Framework Decision No 768/2008/EC. Article R 27, 4. specifies that "*Where, in the course of monitoring of conformity following the issue of a certificate, a notified body finds that a product no longer complies, it shall require the manufacturer to take appropriate corrective measures and shall suspend or withdraw the certificate if necessary.*"

RSG / RFU	RECOMMENDATION FOR USE **Recreational Craft Sectoral Group** CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT **Recreational Craft Directive 94/25/EC as amended**	RFU No.: 76 Revision No.: 1 Date: **2007-05-11** Page: 1/1

Document ID : rfu # 76r1 070511.doc

Origin (Notified Body): EBA (CE-Proof)

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Question related to		
Directive No.: 94/25 as amended by 2003/44/EC Article: Annex: I, A.3.6	Standard:	Other:
Key Words: Max Recommended Load, Builders Plate		

Scenario/Questions:

Boats "grow" in weight over time for many reasons. GRP boats absorb water, all boats become dirty and larger habitable boats can accumulate a great deal of non-standard equipment, fittings, tools and general stores. It is common for Naval Architects to add a "growth allowance" in their weight calculations. The RCD and its standards do not list a growth allowance and so there is no guidance on where this weight should be considered during the calculation of lightweight, Mmoc and Mldc.

Can the Max Recommended Load as shown on the Builders Plate, be voluntarily reduced from the calculated figure in order to include a safety margin?

Draft Recommended Solution:

Yes.
Maximum recommended load indicated on the Builders Plate must reflect the maximum recommended loads listed on the Certificate. However, this can be a lower value than the calculated maximum total load at the discretion of the manufacturer.

RSG / RFU	RECOMMENDATION FOR USE Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 77 Revision No.: 1 Date: 2007-05-11 Page: 1/1

Document ID : rfu # 77r1 070511.doc

Origin (Notified Body): **DNV**

Contact Person: Hakan Lindqvist

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Question related to		
Directive No.: Article: Annex: I, A.5.4.1	Standard: ISO 8848 and ISO 10592	Other:
Key Words: integral steering device, CE marking		

Scenario/Questions:

Some engines on the market (sterndrive, OB....) are manufactured with an integral steering device, forming a part of the engine. Such steering devices interface with remote steering systems that can be separately bought on the market or delivered by the engine manufacturer as a separate part.

Question:
Shall such steering systems be separately CE marked?

Draft Recommended Solution:

The part of the steering system forming an integral part of the engine shall not be CE marked.
These parts shall be addressed in a DoC issued by the engine manufacturer stating conformance with relevant Standards and that these components are designed to interface with remote mechanical and hydraulic boat steering system complying to ISO 8848 and ISO 10592.

Interfacing part of the remote steering systems, delivered as a separate part by the engine manufacturer or acquired on the market shall be separately CE marked.

RSG / RFU	Recreational Craft Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 78 Revision No.: 00 Date: 2007-05-11 Page: 1/4

Document ID : rfu #78 070511.doc

Origin (Notified Body): **ECB**

Contact Person: Peter van der Weide

e-mail: pvanderweide@ecb.nl

Question related to		
Directive No.: 94/25/EC as amended Article: Annex: VII	Standard:	Other:
Key Words: Module B type approvals, procedures		

Scenario/Questions:

A boat builder holds a EC-type-examination Module B certificate, Annex 1A, for his product. During the ongoing production process, this boat is changed (a little) for commercial, marketing or other reasons. This change may affect the main dimensions of the vessel as measured in accordance with ISO 8666.and/or it may affect conformity to (some of) the essential requirements.
Boat builders often apply the module C, declaration of conformity, without notifying the NoBo of the changes as required by Annex VII – article 6 (see extract below). This may lead to non-relevance of the Examination reports or certificates and to incorrect declarations of conformity as the product does not correspond to the certified or tested type anymore.

Extract of directive

ANNEX VII, EC TYPE-EXAMINATION - module B.
6. The applicant shall inform the notified body that holds the technical documentation concerning the EC type-examination certificate of all modifications to the approved product which must receive additional approval where such changes may affect the conformity with the essential requirements or the prescribed conditions for use of the product. This additional approval is given in the form of an addition to the original EG type-exanimation certificate.
Footnote (*): A type may cover several versions of the product provided that the differences between the versions do not affect the level of safety and the other requirements concerning the performance of the product.

Question:
What procedures need to be followed by the EC type certificate holders in order to fulfill the requirements as outlined in RCD Annex VII.6?

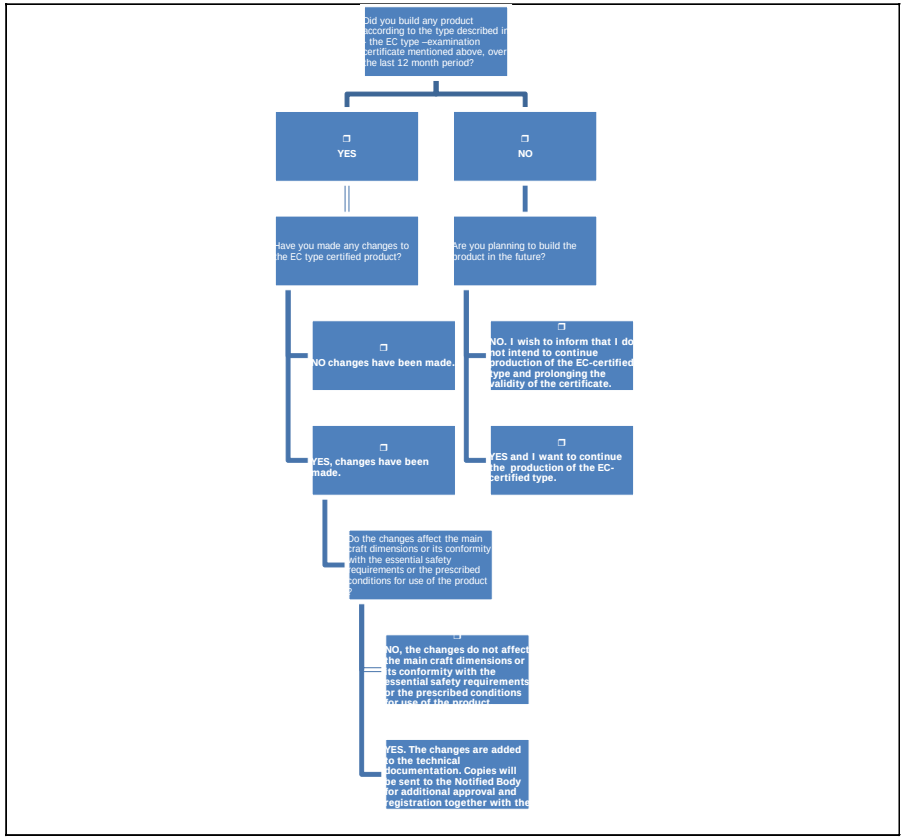
Draft Recommended Solution:

The intention of the following recommended procedure and form is to give exemplary guidance to the EC type certificate holder how to fulfill his obligations as outlined under Annex VII.
It is recommended that EC type certificate holders are following a procedure as outlined in the following Type Verification Form for RCD Annex 1A. However, Notified Bodies are free to accept different approaches to that proposed by their customers.

Type Verification Form (RCD Annex 1A)

Projectdata

Reference :	**«Project Name»**	EC type-examination Certificate number:	**«CertificateNumber»**
Producer :			
Contact :			
Address :			
Product :			
Design category :		Assessment module:	B



As signed by:

Name : ..... Function : .....

Date : ..... Signature : .....

Type Verification Form (RCD Annex 1A)

Filling out the verification form is easy. Just answer the questions on the form and tag off the options of your choice.

In general changes are differences between manufactured product and the type described in the EC type-examination certificate which affect the product's conformity with the essential safety or other requirements concerning the performance and construction of the product.

If you have any questions or when in doubt, please contact your notified body.

Main craft dimensions

Modifications made to the main dimensions of the certified product have to be added to the technical production file. A copy of the modification has to be sent to the notified body for assessment.

Essential requirements for the design and construction of recreational craft

Modifications which affect the Essential requirements as stated below have to be added to the technical production file. A copy of the modification has to be sent to notified body for assessment.

1. Boat design categories

2. General requirements

2.1.	Craft identification
2.2.	Builder's plate
2.3.	Protection against falling overboard and means of reboarding
2.4.	Visibility from the main steering position
2.5.	Owner's manual

3. Integrity and structural requirements

3.1.	Structure
3.2.	Stability and freeboard
3.3.	Buoyancy and flotation
3.4.	Openings in hull, deck and superstructure
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3.6.	Manufacturer's maximum recommended load
3.7.	Life raft stowage
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Type Verification Form (RCD Annex 1A)

1. Handling characteristics

2. Installation requirements

5.1.	Engines and engine spaces
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5.1.2.	Ventilation
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5.4.2.	Emergency steering arrangement
5.5.	Gas system
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Essential requirements for the design and construction of Components

1.	Ignition protected equipment for inboard and stern drive engines
2.	Start-in gear protection devices for outboard engines
3.	Steering wheels, steering mechanisms and cable assemblies
4.	Fuel tanks and fuel hoses
5.	Prefabricated hatches and port lights

RSG

RFU

Recommendation for Use

Recreational Craft Sectoral Group

CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT

Recreational Craft Directive 94/25/EC as amended

RFU No.: 79
Revision No.: 00

Date: 2008-05-18

Page: 1/1

Document ID : RFU # 79 080518

Origin (Notified Body): **EBA**

Contact Person: Tricia Grady
e-mail: tricia.grady@rya.org.uk

Question related to		
Directive No.: 94/25/EC as amended by Directive 2003/44/EC	Standard: ISO 6185-3 and 12217-1	Other: -
Key Words: Stability and Design Categories – Inflatable boats		

Scenario/Questions:

ISO 6185-3, in its correct annex ZB, gives a means to distinguish between Category C and Category B inflatable boats of less than 8m in length.
DIS 6185-4, dealing with inflatable boats of 8m and more in length is far from adequate and so, currently, the stability of inflatable boats of 8m or more in length should be assessed using ISO 12217-1.
ISO 12217-1 also gives a means of distinguishing between Category C and Category B.
Unfortunately the two methods, 6185-3 and 12217-1, are not compatible.
ISO 6185-3 can assign a Category B to an inflatable boat of just less than 8m in length whereas the same boat just over 8m, when assessed using ISO 12217-1, will only be assigned a Category C.
This is clearly nonsensical and is one of the reasons why ISO TC188 has, in Plenary, twice requested its WG2 sort out this anomaly. This has as yet not been done.

Draft Recommended Solution:

Until part 4 of ISO 6185 will get harmonised RSG recommends assessing all Inflatables and/or RIBs over 8 m like all non-inflatables/RIBs.

RSG / RFU	Recommendation for Use Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 80 Revision No.: 00 Date: **2008-05-18** Page: 1/1

Document ID : rfu # 80 080518

Origin (Notified Body):	International Marine Certification Institute
Contact Person:	Ulrich Heinemann
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Question related to		
Directive No.: 94/25/EC as amended Article: Annex: **I.A.5.2**	Standard:	Other:
Key Words: Fuel filling point marking		

Scenario/Questions:

ISO 10088:2001 requires in 6.1.9: *The fuel filling point shall be marked with "petrol" or "diesel" or a symbol as described in ISO 11192 to identify the type of fuel that shall be used.*

It occurs that additionally to the ISO symbol for "PETROL" the word "GAS" is to be seen on the filling point.

Does this comply with ISO?

Draft Recommended Solution:

No, it does not comply with ISO.

"GAS" is not a fuel type designation according to ISO and should not be displayed together with the ISO 11192 symbol for "PETROL". Either "PETROL" or "DIESEL" may be displayed or the corresponding ISO symbol.

RSG / RFU	Recommendation for Use Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 81 Revision No.: 00 Date: **2008-05-18** Page: 1/1

Document ID : rfu # 81 080518

Origin (Notified Body):	**DG ENTR/RSG Subgroup CAP**
Contact Person:	ECB/Pieter v.d. Weide
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Question related to		
Directive No.: time limited validity if certificates Article: Annex:	Standard:	Other:
Key Words: validity of certificates		

Scenario/Questions:

Some Notified Body's issue certificates that have the validity time limited. The directive does not prohibit conditions of validity on certificates. Therefore, it is possible to have certain validity criteria on a certificate. However, the RSG should have a common approach.
Other new and global approach directives often have periods of validity. However, the RCD does not include any such provision. It is assumed there is a reason for this omission.

Question:
Should EC type examination certificates be limited by a validity-time?
If so, what validity time limit should apply for certificates issued by the Notified Bodies.

Draft Recommended Solution:

No.
Directive 94/25/EC as amended does not explicitly define any validity-time for issued EC type examination certificates.

However, Annex VII Article 5 specifies that an EC type examination certificate shall contain the conditions for its validity.

NBs should periodically (at least once per year) actively approach the manufacturer in order to confirm that the design has not changed or to report on potential design changes. In case of design changes the certificate may immediately expire, when changes have not been accepted by the NB. A procedure as described in RFU #78 may be applied.

RSG RFU	Recommendation for Use Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 82 Revision No.: 01 Date: 2008-11-04 Page:1/1

Document ID : rfu # 82r1 081104

Origin (Notified Body):	International Marine Certification Institute
Contact Person:	Ulrich Manigel
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Question related to		
Directive No.: 2003/44/EC Article: 8 (1) **Annex:**	Standard:	Other:
Key Words: Post Construction Assessment, Personal Watercraft		

Scenario/Questions:

According to RSG Guidelines, Chapter I, point c. A.7., post-construction assessment for Personal Watercraft should be similar to craft assessment.

But the wording in the Directive 2003/44/EC in case of post-construction assessment is related to "recreational craft". Also, it seems that there is no uniformly acceptance of PCA assessment for PWC by the Market Surveillance Authorities.

Question: Is post-construction assessment applicable not only to boats but also for Personal Watercraft?

Draft Recommended Solution:

Yes, post construction assessment can also be applied to personal watercraft.

RSG RFU	Recommendation for Use Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 83 Revision No.: 00 Date: 2008-05-18 Page: 1/1

Document ID : rfu # 83 080518

Origin (Notified Body):	IMCI
Contact Person:	Ulrich Manigel
e-mail:	Ulrich.Manigel@imci.org

Question related to		
Directive No.: 2003/44/EC Chapter II, Article 8, point 2. (d)	Standard: ISO 13590:2003	Other:
Key Words: Category for Personal Watercraft		

Scenario/Questions:

In ISO 13590:2003, point 3.12, it is stated that design category C or D shall apply.

Regarding the category neither the assessment for the flotation test has different requirements nor the requirements for stability.

What is the difference in assessment between both categories?

How should the design category be determined?

Draft Recommended Solution:

It should be up to the manufacturer to choose the design category.

RSG RFU	**Recommendation for Use** **Recreational Craft Sectoral Group** CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT **Recreational Craft Directive 94/25/EC as amended**	RFU No.: 84 Revision No.: 00 Date: **2008-05-18** Page: 1/1

Document ID : rfu # 84 080518

Origin (Notified Body):	Commission Services
Contact Person:	Johan Renders
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Question related to		
Directive No.: 94/25/EC as amended Article: Annex:	Standard:	Other:
Key Words: Technical Documentation, Distribution		

Scenario/Questions:

According to the provisions of the Recreational Craft Directive (Directive 94/25/EC as amended by Directive 2003/44/EC), the technical documentation has to be drawn up by the manufacturer, and in the case the craft has to be assessed on its conformity with the requirements of the Recreational Craft Directive in accordance with conformity assessment modules. This technical documentation has to be submitted by the manufacturer to the notified body together with his application for conformity assessment of his craft.

Can a notified body make the manufacturer's technical documentation available to a third party without the manufacturer's consent?

Draft Recommended Solution:

No, the notified body cannot make the manufacturer's technical documentation available to a third party without the manufacturer's consent (except vis-à-vis the competent administrative authorities of the State in which its activities are carried out).
Reference is made to accreditation standards and to Annex XIV para 7 of the Directive.

RSG RFU	**Recommendation for Use** **Recreational Craft Sectoral Group** CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT **Recreational Craft Directive 94/25/EC as amended**	RFU No.: 85 Revision No.: 01 Date: **2010-09-20** Page: 1/1

Document ID : rfu # 85r1 100920

Origin (Notified Body):	International Marine Certification Institute
Contact Person:	Ulrich Heinemann
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Question related to		
Directive No.: 94/25/EC as amended Article: 5 Annex: I ESR	Standard: ISO 12215-5	Other:
Key Words: Presumption of conformity, harmonisation of ISO 12215-5, Annex I.A.3.1.e “Structures” of the RSG Guidelines		

Scenario/Questions:

We find cases in the past where scantlings according to ISO lead to more robust structures than according to several classification rules. See the calculated bottom plating of a steel hull craft as an example:

GL: 5,60 mm
LR: 4,88 mm
ISO: 6,15 mm

The boat builders use since many years 5,0 mm without any structural failures.

Now ISO 12215-5 got harmonised.

Which bottom plate thickness shall be chosen?

Recommended Solution:

The boat builder may continue to apply one of the approaches as given in Annex I.A.3.1.e “Structures” of the RSG Guidelines to determine the scantlings of his product also after harmonisation of ISO 12215-5. However RSG urges manufacturers and Notified Bodies to use the EN standards.

RSG RFU	Recommendation for Use Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 86 Revision No.: 00 Date: 2009-05-13 Page: 1/1

Document ID : rfu # 86 090512.doc

Origin (Notified Body):	Human Performance Improvements (HPi) – No 1521
Contact Person:	Terry Egginton
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Question related to		
Directive No.: 94/25 as amended by 2003/44 Article: Annex: **1.C.1.1**	Standard:	Other:
Key Words: Sound Testing		

Scenario/Questions:

There are some sports type boats that are fitted with stern drive engines with integral exhaust have a change-over switch that changes the exhaust to through the hull.

Such engines are CE marked and certificated by the manufacturer for both exhaust emissions and sound.

Does the craft require sound testing in the through hull exhaust mode?

Recommended Solution:

Yes, as the CE marking and the certification only cover the engine with its integral exhaust system.

Reference is also made to RFU # 64.

RSG RFU	Recommendation for Use Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 87 Revision No.: 01 Date: 2010-09-20 Page: 1/1

Document ID : rfu # 87 090512.doc

Origin (Notified Body):	Bureau Veritas
Contact Person:	Rémi GROSSE
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Question related to		
Directive No.: Article: Annex: I.A.3.8	Standard: ISO 12216	Other:
Key Words: Escape hatch for multihulls		

Scenario/Questions:

Due to a loss of watertightness on lateral escape hatches for multihull, some shipyards are asking us for the fitting of alternative arrangement as per described below:
The arrangement will consist in a fixed (which can't be open) glass panel with emergency hammer on each side (external and internal) of the hull.

The ISO standard 12216 requires:
" *6.3.7.3 Opening and hinge disposition*
Multihull escape hatches shall be free to open from the inside and the outside when secured but unlocked. "

Question 1: Is this alternative arrangement acceptable?
Question 2: Are the hatches certified as per ISO standard 12216 in area 1 acceptable as escape for multihull knowing that there is no prescription regarding the number of closing device?

Draft Recommended Solution:

Answer to question 1: This arrangement is acceptable if the requirements as set by ISO 12216 and RFU 70 are fulfilled and if it can be demonstrated to be viable to the Notified Body by a test. ISO 12216:2002 specifies in 6.3.1.4 "Glass should not be used on sailing boats of all design categories and motorboats of design categories A and B unless the plate is made of high impact resistance glass."

Answer to question 2: Yes, however RSG recommends to ISO TC 188 to consider the thoughts on number of closing devices and on the watertightness degree for area 1 escape hatches for the next standard revision.

RSG RFU	Recommendation for Use Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 88 Revision No.: 00 Date: 2009-05-13 Page: 1/1

Document ID : rfu # 88 090512.doc

Origin (Notified Body):	IMCI
Contact Person:	Ulrich Heinemann
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Question related to		
Directive No.: RCD 94/25 as amended by 2003/44 Article: II.8.b.i Annex: V ESR (1): 3.2; 3.3	Standard:	Other:
Key Words: Stability, Inflatables, Module A for design & construction		

Scenario/Questions:

The RCD allows use of module A in category C if a harmonised standard is used for compliance with 3.2 and 3.3 of the ESR.
The latest CC Paper makes it clear that this is related to ISO 12217 family. EN ISO 6185 family is not mentioned there.

Question: Is the use of module A in category C acceptable for inflatables?

Recommended Solution:

Yes, the use of module A in category C is acceptable for inflatables considering the relevant part of EN ISO 6185 as a harmonized standard.

RSG RFU	Recommendation for Use Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 89 Revision No.: 00 Date: 2009-05-13 Page: 1/1

Document ID : rfu # 89 090512.doc

Origin (Notified Body):	IMCI
Contact Person:	Ulrich Heinemann
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Question related to		
Directive No.: RCD 94/25 as amended by 2003/44 Article: Annex: I.A.5.4.1	Standard:	Other:
Key Words: Remote-controlled rudder steering system		

Scenario/Questions:

The latest CC paper says in:

> *5.4.1 Emergency arrangements*
> *Sailboat and single-engined inboard powered motor boats with remote-controlled rudder steering systems shall be provided with emergency means of steering the craft at reduced speed.*
> In case of failure of the remote control system for the rudder steering, the emergency means of steering should enable a manual control of the rudder, e.g. by means of an emergency tiller or similar equipment.

Question: What is a remote-controlled rudder steering system?

Recommended Solution:

Anything but a tiller directly fastened to the rudder stock can be regarded as a remote-controlled rudder steering system.
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RSG RFU	Recommendation for Use Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 90 Revision No.: 00 Date: 2009-05-13 Page: 1/1

Document ID : rfu # 90 090512.doc

Origin (Notified Body): LRQA GmbH

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Question related to		
Directive No.: 94/25/EC as amended Article: 1(2) Annex:	Standard: EN ISO 8666:2002, § 8.1	Other:

Key Words: Length of hull – Tolerances for verification of the hull length of series production craft (for all modules but modules A, Aa, B and G)

Scenario/Questions:

With regard to the measurement of the length of hull, article 1(2) of the RCD refers explicitly to the harmonized standard which is EN ISO 8666:2002. In clause 8.1 of this standard there is an allowance for tolerances of published data, e.g. for marketing the craft. This currently includes the owner's manual. By reference to the owner's manual the allowance for such tolerances is linked to the Technical Documentation (Essential Requirements 2.5). Hence, for a rigid craft this comes to +/- 1% tolerance for the individual craft compared to the length of hull as stated in the Technical Documentation of the craft type.

The issue is how to treat craft, where the individual length of hull is within +/-1% at one of the limits of the length of hull which are essential for determination whether the RCD is applicable at all, respectively which modular choice is applicable or which standard is relevant.

Draft Recommended Solution:

The assessment module of choice is also based on the length of hull as defined by the design and declared by the manufacturer as part of the technical documentation. This is giving the initial basis for calculations and assessments.

In case verification measurements in modules C, D, E, F, H show deviations between the technical documentation and the physical product regarding any length of hull as referred to in the Directive, tolerances given for L_H in EN ISO 8666:2002 apply.

RSG RFU	Recommendation for Use Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 91 Revision No.: 00 Date: 2009-05-13 Page: 1/1

Document ID : rfu # 91 090512.doc

Origin (Notified Body): LRQA GmbH

Contact Person: Rainer van de Stolpe

e-mail: yacht-services@lr.org

Question related to		
Directive No.: 94/25/EC as amended Article: 8.1 Annex I.A.2	Standard:	Other:

Key Words: Post Construction Assessment, Builder's plate

Scenario/Questions:

Article 8.1 says that in the case of post-construction assessment for recreational craft, if neither the manufacturer nor his authorised representative established within the Community fulfils the responsibilities for the product's conformity to this Directive, these can be assumed by any natural or legal person established within the Community who places the product on the market, and/or puts it into service, under his own responsibility. In such a case, the person who places the product on the market or puts it into service must lodge an application for a post-construction report with a notified body.

If a natural or legal person assumes the responsibility for a product under the Directive he will be considered as if he would be the manufacturer of the craft (see as well RSG Guidelines, Chapter I, c) A.2.2)

Would it be correct to state the original boat manufacturer on the builder's plate?

Recommended Solution:

No, it would be incorrect to state the original boat manufacturer on the builder's plate.
It is correct to state on the builder's plate the responsible person established within the Community who places the product on the market under PCA.

This person shall lodge an application for a post-construction report with a notified body and is responsible for CE marking of the craft. He is signing the Declaration of Conformity.

RSG / RFU	Recommendation for Use Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	PFE/IDG No.: 92 Revision No.: Date: 2009-11-12 Page: 1/2

Document ID : rfu # 92 091112.doc

Origin (Notified Body):	International Marine Certification Institute (IMCI) (PFE/IDG 224)
Contact Person:	Ulrich Manigel
e-mail:	Ulrich.Manigel@imci.org

Question related to		
Directive No.: 94/25/EC amended by 2003/44/EC Article: ---- Annex: II; VII	Standards: EN ISO 10088:2001 EN ISO 21487:2006	Other:
Key Words: EC type-certificate for non-metallic fuel tanks intended for fixed installations, family concept.		

Scenario/Questions:

An EC type-examination certificate covers a broad range of non-metallic fuel tanks intended for fixed installations, defined only by volume and wall-thickness as a kind of "family concept".

Other characteristics like geometrical shape, the location, size and construction of fittings, stiffeners, recesses and cones are not part of the description on the certificate.

In fact all structural characteristics of a tank have an impact on the demanded tests, especially on the fire test (EN ISO 10088, Annex B and EN ISO 21487:2006, point 7.3).

Question:

1. Is this concept of a tank family in accordance with Annex VII of the RCD?
2. If yes, what parameters need to be considered in order to establish a tank family?

Draft Recommended Solution:

Answer to question 1:
Yes, a concept of a tank family is in accordance with Annex VII of the RCD.
The Directive says in Annex VII:
"A notified body ascertains and attests that a specimen, representative of the production envisaged, meets the provisions of the Directive that apply to it."
….
"The applicant shall place at the disposal of the notified body a specimen, representative of the production envisaged and hereinafter called 'type'".
Followed by the footnote: *"A type may cover several versions of the product provided that the differences between the versions do not affect the level of safety and the other requirements concerning the performance of the product."*

According to this, the family concept for components is applicable. However, in order to verify an identical level of safety, the documentation of every family member considered under this type should be assessed by the Notified Body.

RSG / RFU | Recommendation for Use | Recreational Craft Sectoral Group | CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT | Recreational Craft Directive 94/25/EC as amended | PFE/IDG No.: 92 | Revision No.: | Date: 2009-11-12 | Page: 2/2

Answer to question 2:
The following parameters shall be the same:

- Material
- Proportion of volume/wall thickness/corner radius
- Production method

The following parameters have to be taken into consideration when assessing a tank family:

- Volume (+/- 15%)
- Similarity in shape of tank, i.e. rectangular horizontal, rectangular vertical, V-bottom, flat bottom combined with V-bottom, slant bottom body, flat bottom combined with V-bottom, etc.
- Configuration, i.e. arrangement and geometric form of stiffeners, cones, recesses and fittings are very similar

The certificate shall give clear information on the identity of each version of the certified tank family.
Following items shall be reflected on the certificate as a minimum requirement:

- model name of the certified tank(s)
- capacity
- type of material
- fuel type

test pressure

RSG / RFU	Recommendation for Use Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 93 Revision No.: 01 Date: **2010-09-20** Page: 1/1

Document ID : rfu # 93r1 100920

Origin (Notified Body):	Human Performance Improvements (HPi) – No 1521 (PFE 218)
Contact Person:	Terry Egginton
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Question related to		
Directive No.: 94/25 as amended by 2003/44 Article: Annex: I.A, section 5.5	Standard: ISO 10239	Other:
Key Words: Gas System		

Scenario/Questions:

Small gas cookers are sometimes permanently fitted to recreational craft that consist of a disposable gas canister that screws onto the base of a pop-up lid in the galley work top. Typically these canisters contain less than 8 oz of gas. They supply a single burner in the galley of the craft.

It does not comply with the text of the Directive which requires that 'a permanently installed gas system shall be fitted with an enclosure to contain all gas cylinders. The enclosure shall be separated from the living quarters accessible only from the outside and ventilated to the outside so that any escaping gas drains overboard.

The drain from the space where the gas canister is stored is typically 12 mm dia and fitted with a non-return valve. This does not comply with 8.3 of ISO 10239

In view of the size of these installations, should the requirements of the RCD and ISO 10239 be applied for these installations?

Draft Recommended Solution:

Yes.

The ISO standard excludes these types of cookers.
A system is permanently installed if it can be dismantled only by the use of tools.
RCD Annex I.A.5.5 is applicable. The system is not compliant with the Annex I.A.5.5 with regard to the storage of the gas cylinder.

RSG / RFU	Recommendation for Use Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 94 Revision No.: Date: **2009-11-13** Page: 1/1

Document ID : rfu # 94 091113.doc

Origin (Notified Body):	BMF/CEN
Contact Person:	Nigel Saw
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Question related to		
Directive No.: 1994/25/EC as amended by 2003/44/EC Article: Annex: **I A.5.8**	Standard:	Other:
Key Words: Discharge Prevention		

Scenario/Questions:
The Directive "ER 5.8 Discharge prevention and installations facilitating the delivery of waste ashore" states, "Craft shall be constructed so as to prevent the accidental discharge of pollutants (oil, fuel, etc.) overboard.

It is considered that this would include the accidental discharge of oily bilge water from an engine compartment. Methods of compliance would be prevention by having:-

1. the bilge area directly under the engine being sealed from other compartments
2. fitting an engine drip tray that could hold the contents of the engine sump
3. the fitting of a 5ppm filter in the bilge pump discharge line.

Are these considered to meet the requirements of the Directive?

Draft Recommended Solution:

Yes, the proposed examples of compliance are considered to meet the requirements of the directive. Other methods may be used by manufacturers to meet these essential safety requirements as listed in Annex I.A 5.8.

RSG / RFU	**Recommendation for Use** **Recreational Craft Sectoral Group** CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT **Recreational Craft Directive 94/25/EC as amended**	RFU No.: 95 Revision No.: 02 Date: **2010-10-28** Page: 1/1

Document ID : rfu # 95r2 101028.doc

Origin (Notified Body):	ICOMIA (PFE #228)
Contact Person:	Udo Kleinitz
e-mail:	udo@icomia.com

Question related to		
Directive No.: 1994/25/EC as amended 2003/44/EC Article: Annex: **I A.5.2.2 and II**	Standard: EN ISO 21487	Other:
Key Words: Melting point, Non-metallic fuel tanks		

Scenario/Questions:

The melting point requirements for non-metallic fuel tanks in EN ISO 21487 are too stringent and not applicable to all materials. The standard currently requires a 150°C melting point. Currently used materials are mostly linear Polyethylene and cross linked Polyethylene.

The melting point requirement cannot be achieved using linear Polyethylene.

Crosslinked Polyethylene is a thermosetting polymer where its physical characteristics cannot be described by using the term "melting point". A term that describes the physical characteristics of crosslinked Polyethylene is "Vicat Softening Temperature".

What steps should be taken to correct EN ISO 21487? How can a manufacturer show compliance with Annex I.A.5.2.2 and Annex II of the directive? How can a Notified Body proceed with certification of Non-metallic fuel tanks?

Draft Recommended Solution:

RSG recommends WG18 to initiate issuing a revision of EN ISO 21487 to correct melting point requirements for Non-metallic fuel tanks. These should distinguish between the different characteristics of the used materials by assigning a melting point to thermoplastics and a Vicat softening point to thermosetting plastics.

RSG recommends laminar Polyethylene with a melting point above 120C fulfil the requirements of the RCD. For crosslinked Polyethylene, materials with vicat-softening point above 120C shall be used.

As an interim solution, RSG recommends the following procedure for certification of Non-Metallic fuel tanks:

- Certification according to EN ISO 10088:2001 until EN ISO 21487:2006 has been revised
- In addition to certification according to EN ISO 10088:2001 RSG recommends the boat manufacturer to ensure that the fuel temperature does not exceed 80% of the melting temperature of the fuel tank.

Reference is made to a letter from the Commission services sent to RSG/Chairman on 6th September 2010 as attached.

EUROPEAN COMMISSION
ENTERPRISE AND INDUSTRY DIRECTORATE-GENERAL

Chemicals, metals, mechanical, electrical and construction industries; Raw materials
Mechanical, Electrical and Telecom Equipment

Brussels, 06 SEP. 2010
ENTR/G4/EP/alm D(2010) 618100

Mr. Ulrich Heinemann
International Marine Certification Institute
Rue Abbé Cuypers
B-1040 Brussels

RECEIVED
09 -09- 2010

Dear Mr Heinemann,

Subject: Certification of Fuel tanks

In October 2009, the recreational craft industry has drawn our attention to the fact that an error has been identified in the new fuel tank standard EN ISO 21487:2006 which makes it impossible to to produce polyethylene (PE) fuel tanks according to this standard. Namely, the melting point requirement of that standard could not be met by most commonly used materials.

In the meantime, we have also received information according to which the relevant Working Group in ISO TC 188 has met to address the necessary changes to the new fuel tank standard. Given that these changes exceed the scope of a corrigendum, a revised standard will have to be adopted. Following the information we received this revised standard will not be published before 2012.

Until the publication of the reference of the revised Harmonised Standard in the Official Journal of the EU, it is not possible with regards to the melting point requirement to certify PE fuel tanks to the current version of the standard. For that reason, the Commission services have prolonged the presumption of conformity given by the old standard (EN ISO 10088:2001) in order to allow the certification of PE fuel tanks.

However, we have received information according to which PE fuel tanks would have been certified on the basis of the new standard and validated by Notified Bodies. We would therefore like to draw your attention to the fact that according to the information we have received PE fuel tanks cannot meet the melting point requirements of the new standards. Instead, the provisions of standard EN ISO 10088:2001 can be used until its presumption of conformity is withdrawn.

Yours Sincerely

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RSG / RFU	Recommendation for Use Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 96 Revision No.: Date: **2010-04-20** Page: 1/1

Document ID : rfu # 96 100420.doc

Origin (Notified Body):	**RSG/DCN (built on basics coming from NKIP)**
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Question related to		
Directive No.: 94/25/EC as amended Article: Annex: **I A, 3.2 & 3.3**	Standard:	Other:
Key Words: Quick draining recess, free surface effect, stability characteristics		

Scenario/Questions:

ISO 12217-1 section 6.3.1. describes that recesses of boats need to comply with the plan area limitation given in the rules or specific account is taken of the mass and free-surface effect of water that recesses may contain.

If the recesses on the boat meet the requirements of a quick draining recess do I still need to take specific account of the mass and free-surface effect when calculating the stability characteristics?

Draft Recommended Solution:

Yes, to the extent as defined by the standard para 6.3.1 of ISO 12217-1:2002. However, the standard does not offer a calculation method to take the free surface effect of water into account and gives neither evaluation criteria nor further requirements.

Action Item:
RSG will forward this issue to ISO TC 188/WG 22 to look into a possible solution.

RSG / RFU	Recommendation for Use Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 97 Revision No.: Date: **2010-04-20** Page: 1/1

Document ID : rfu # 97 100420.doc

Origin (Notified Body):	LRQA GmbH
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Question related to		
Directive No.: 94/25/EC as amended Article: Annex: I.B.2	Standard:	Other:
Key Words: Acceptance of reference fuels for exhaust emission tests		

Scenario/Questions:

Use of reference fuels other than those specified by RCD, Annex I.B, point 2.

This relates particularly to the use of diesel type fuels which do not correspond to the specified reference fuel.

Scenario 1. It may be found after the emission test that the fuel as used – and as sampled during the test - did not in fact correspond to the required standard. This could be despite pre-testing which indicated compliance.

Scenario 2. Engines which are emission tested outside EU may not have access to a fuel meeting the reference fuel specification.

Scenario 3. Emission testing has been undertaken for compliance with other regulations which have a different fuel standard.

Draft Recommended Solution:

The RCD requires in Annex I.B.2 the use of certain reference fuels which are given in Appendix 7 of the CC Paper. Therefore, there shall be no exception for Scenario 1 and 2 as these points are primarily related to careful preparation of testing.
However, for Scenario 3 the following exception might be considered:

- Exhaust emission data of engines tested and certified for compliance with MARPOL Annex VI can be considered to assess compliance with the RCD limits if:
  - The engine has been tested to test cycle E3 of EN ISO 8178-4 (the only test cycle common in the IMO NOx Technical Code and the RCD),
  - A test fuel corresponding to ISO8178-5 section 6.4 or 6.5 as verified by relevant analysis has been used, but with a cetane index not exceeding 54. and
  - PT, HC and CO emissions determined and recorded according to ISO 8178-1 comply with the requirements with no allowance for any differences resulting from the use of a non RCD reference fuel which differs from the specified reference fuel.

RSG / RFU	Recommendation for Use Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 98 Revision No.: Date: 2010-10-30 Page: 1/1

Document ID : rfu # 98 101030.doc

Origin (Notified Body):	International Marine Certification Institute
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Question related to		
Directive No.: 94/25 as amended Article: 8 Annex:	Standard:	Other:
Key Words: Post Construction Assessment, Report of Conformity		

Scenario/Questions:

Scenario:
Notified Body "A" has certified a production boat for the EU market.

Notified Body "B" assesses a used boat of the same type in module PCA coming from a third country. His Report of Conformity is later related i.e. in regards to ESR 3.2 and 3.3 just to the certificate number as issued originally for this type by "A", not more. "B" is not in the possession of any original type assessment documentation or calculation in regards to any of the ESRs.

Question: Did "B" run a correct assessment under module PCA?

Draft Recommended Solution:

- No!
- "B" cannot ensure that the craft under PCA built for some market is identical to the original production boat as built for the EU market. It may have been altered.
- Also no individual assessment was done as it is required by the CC Guide and the RSG Guidelines.

RSG / RFU	Recommendation for Use Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 94/25/EC as amended	RFU No.: 99 Revision No.: Date: 2010-10-30 Page: 1/1

Document ID : rfu # 99 101030.doc

Origin (Notified Body):	International Marine Certification Institute
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Question related to		
Directive No.: 94/25 as amended Article: Annex: I.A.5.1.1	Standard: ISO 13592	Other:
Key Words: Backfire Flamearrester in Personal Watercraft		

Scenario/Questions:

A Personal Watercraft comes with a petrol engine. According to RSG Guidelines, Annex I.A.5.1.1 the ISO Standard 13592 may be relevant for the engine manufacturer.

Question: Shall the engine manufacturer provide a document for an engine that is designated for a PWC that the engine is in compliance with ISO 13592 if applicable?

Draft Recommended Solution:

No, as ISO 13592 is not a harmonized standard.

Note: The RSG guidelines with version 2010r10 have been corrected accordingly.

RSG RFU	**Recommendation for Use** **Recreational Craft Sectoral Group** CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT **Recreational Craft Directive 94/25/EC as amended**	RFU No.: 100 Revision No.: Date: **2010-10-30** Page: 1/1

Document ID : rfu # 100 101030.doc

Origin (Notified Body):	International Marine Certification Institute
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Question related to		
Directive No.: Article: Annex: I.A.5.2	Standard: EN ISO 21487:2006 6 Diesel Fuel Tanks, Design and Testing 7 Tests; 7.1.2/7.1.3	Other:
Key Words: Diesel Fuel Tanks, Leakage Test, Hydraulic Pressure/Strength Type Test		

Scenario/Questions:

Scenario:
Diesel Fuel Tanks have to be designed and tested acc. paragraph 6 of EN ISO 21487. Diesel Tanks may be integral with the hull. The design shall be in accordance with ISO 12215, if integral. The respective tests are described in paragraph 7.

According paragraph 7 diesel tanks have to fulfil the requirements of 7.1.2 Leakage test and either 7.1.3.1 for Metal tanks or 7.1.3.2.1 Thermoplastic of density > 935 kg/m^3 or 7.1.3.2.2 Thermoplastic of density • 935 kg/m^3: Hydraulic Pressure/Strength Type Test.

An integral diesel fuel tank on an FRP-boat is neither metal, nor one of the above named thermoplastic materials. Thermoplastic related tests are reflecting loss of strength and durability of the tank material due to the diesel fuel. For metal tanks such considerations are meaningless, but an integral FRP tank may be affected by diesel fuel as well, depending on the choice of materials and way of construction. (Use of elastomeric materials, tabbing etc.)
The Hydraulic Pressure/Strength Type Test for thermoplastic materials is not suitable for integral tanks, since the setup is based on laboratory environment.

Question: Which tests do apply for integral FRP-diesel-fuel-tanks and how can they be achieved in practice?

Draft Recommended Solution:

1. Testing of integral GRP tanks is not covered by EN ISO 21487. In the view of RSG this is a shortcoming to be addressed by ISO TC 188.

2. In the meantime RSG recommends that leakage, hydraulic pressure and strength testing of integral GRP Diesel tanks shall be done accordingly to metal tank testing procedure