



**RSG** 

# GUIDELINES 2017

for the  
Recreational Craft Directive 2013/53/EU

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

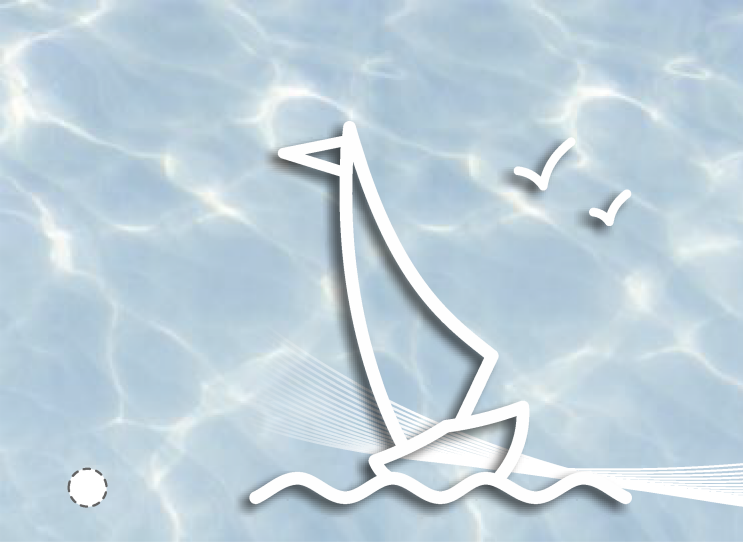
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INTRODUCTION



## Disclaimer

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

## About

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 2013/53/EU of the European Parliament and of the Council, dated 20 November 2013 on recreational craft and personal watercraft and repealing Directive 94/25/EC as amended. 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 (RCD) is the basic text used for a common understanding within the Recreational Craft Sectoral Group (RSG).

Since these Guidelines provide information about watercraft and engines outside those conformity assessment procedures undertaken by Notified Bodies, this information is provided as guidance only.

The following statement is given in preamble (31) to Directive 2013/53/EU:

"In order to ensure compliance with the essential requirements, it is necessary to lay down appropriate conformity assessment procedures to be followed by the manufacturer. Those procedures should be set in reference to conformity assessment modules laid down in Decision No 768/2008/EC. Those procedures should be devised in the light of the level of the risk which may be inherent in the watercraft, engines and components. Therefore each category of conformity should be supplemented by an appropriate procedure or a choice between several equivalent procedures."

The RSG has taken these risks into consideration as best as it could when preparing these Guidelines.

Due to the variety of watercraft, the RSG has considered the applicability of various parts of harmonised 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 necessary. The list of harmonised standards in support of the RCD is available on the RSG website [www.rsg.be](http://www.rsg.be).

It should be noted that Article 14 of the Directive recommends the use of harmonised standards as this ensures presumption of conformity with the Essential Requirements of the Directive.

RSG urges the industry and Notified Bodies to use harmonised standards. 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 Union and to be transposed into national standards by the Member States. The use of harmonised standards is voluntary. A Notified Body has the



necessary technical competence for the conformity assessment. The lack of harmonised standards does not exclude important essential requirements for assessment.

## The Recreational Craft Sectoral Group (RSG)

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 composition of RSG comprises the following parties:

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

## The objectives of co-operation within the RSG

- 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.



## General Rules

- 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 RCD Committee established in accordance with article 50.1 of Directive 2013/53/EU.

## Certificates

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.



## Meetings of RSG

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 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	9/30.09.03	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)
39 Brussels	06/07.04.11	EU Commission Services	""
40 Berlin	25/26.04.12	EU Commission Services	""
41 Brussels	17/18.04.13	EU Commission Services	""
42 Brussels	08/09.04.14	EU Commission Services	""
42 Brussels	08/09.04.14	EU Commission Services	""
43 Leuven	21/22.04.15	EU Commission Services	""
44 Leuven	19/20.04.16	EU Commission Services	""
45 Leuven	19.20.04.17	EU Commission Services	""



## Document organization

The RSG Guidelines are organized in six parts:

### Part I: RCD Articles

### Part II: Essential Requirements including:

Annex I of RCD: Essential requirements  
Annex II of RCD: Components of watercraft

### Part III: Conformity Assessment Procedures including:

Annex II of Decision No 768/2008/EC as specified in Article 24 «Supplementary requirements» of RCD II  
Annex III of RCD: Declaration by the manufacturer or the importer of the partly completed watercraft (article 6(2))  
Annex VI of RCD: Supplementary requirements when internal production control plus supervised production tests set out in Module A1 is used  
Annex VII of RCD: Conformity of production assessment for exhaust and noise emissions  
Annex VIII of RCD: Supplementary procedure to be applied under conformity to type based on internal production control (Module C)

### Part IV: Post-Construction Assessment (PCA) including:

Annex V of RCD: Equivalent conformity based on post-construction assessment (module PCA)

### Part V: Harmonised Standards with Annexes ZA

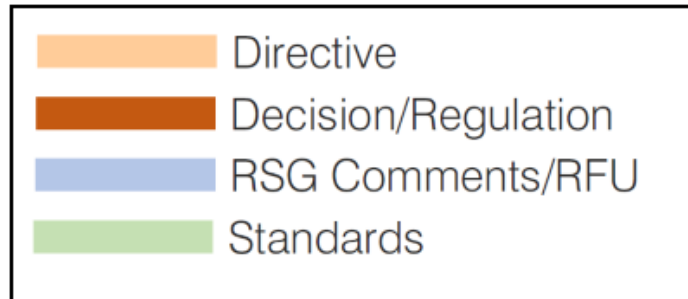
### Part VI: Recommendations for Use (RfU) prepared by RSG AND Direct Legal Interpretations (DLI)





At the bottom of many articles you can find comments from RSG, references to recommendations (RFUs, ERFUs) prepared by RSG and references to harmonised standards that confer the presumption of conformity with the relevant essential requirements of Recreational Craft Directive 2013/53/EU.

To help the reader, the different sources of information are highlighted with a left coloured column, as in the image here below:



#### Main features of the Guidelines included in 2016 version and in comparison with previous versions

- A riorganization of the content according to the changes introduced by RCD 2013/53/EU
- A navigation system that allows to jump from Directive articles directly to the RfUs and standards applicable
- A new section "Harmonised Standard under RCD 2013/53/EU" that includes all the harmonised standards and the relative annexes ZA
- Full text search extended to the content of ERFUs, RfUs and DLIs
- A modernized look & feel that helps reading

The creation process of the Guidelines has been improved to allow generation of new versions constantly up-to date and synchronized with the content of the RSG web site ([www.rsg.be](http://www.rsg.be)).



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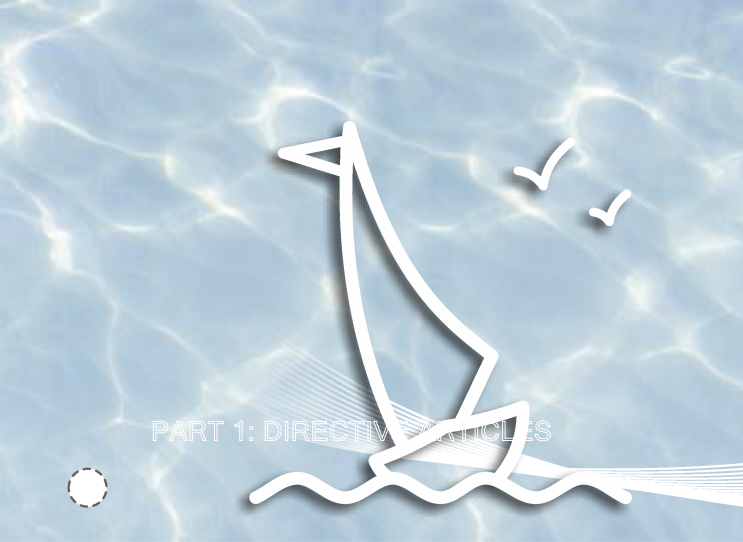
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# GUIDELINES 2017

## **PART 1:** DIRECTIVE ARTICLES





# 1. GENERAL PROVISIONS

## Article 1 Subject matter

This Directive lays down requirements for the design and manufacture of products referred to in Article 2(1) and rules on their free movement in the Union.

**Relevant documents:**  
ERFU # 65r1

## Article 2 Scope

**Relevant documents:**  
ERFU # 136r1  
ERFU # 92r1

1. This Directive shall apply to the following products

**Relevant documents:**  
DLI # 015r4  
RFU # 122r2

(a) recreational craft and partly completed recreational craft;



**Relevant documents:**  
**DLI # 013r4**  
**ERFU # 34r1**

- (b) personal watercraft and partly completed personal watercraft;
- (c) components listed in Annex II when placed on the Union market separately, hereinafter referred to as ‘components’;
- (d) propulsion engines which are installed or specifically intended for installation on or in watercraft;
- e) propulsion engines installed on or in watercraft that are subject to a major engine modification;
- (f) watercraft that are subject to major craft conversion.

2. This Directive shall not apply to the following products

**Relevant documents:**  
**ERFU # 127r1**

- (a) with regard to the design and construction requirements set out in Part A of Annex I
  - (i) watercraft intended solely for racing, including rowing racing boats and training rowing boats, labelled as such by the manufacturer;
  - (ii) canoes and kayaks designed to be propelled solely by human power, gondolas and pedalos;

**Relevant documents:**  
**ERFU # 106r1**  
**RFU # 104r2**

- (iii) surfboards designed solely to be propelled by wind and to be operated by a person or persons standing;



**Relevant documents:**  
**ERFU # 106r1**

(iv) surfboards;

**Relevant documents:**  
**ERFU # 106r1**

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

(vi) experimental watercraft, provided that they are not placed on the Union market;

(vii) watercraft built for own use, provided that they are not subsequently placed on the Union market during a period of five years from the putting into service of the watercraft;

(viii) watercraft specifically intended to be crewed and to carry passengers for commercial purposes, without prejudice to paragraph 3, regardless of the number of passengers;

(ix) submersibles;

(x) air cushion vehicles;

(xi) hydrofoils;

(xii) external combustion steam powered watercraft, fuelled by coal, coke, wood, oil or gas;

(xiii) amphibious vehicles, i.e. wheeled or track-laying motor vehicles, which are able to operate both on water and on solid land;

(b) with regard to exhaust emission requirements set out in Part B of Annex I



(i) propulsion engines installed or specifically intended for installation on the following products - watercraft intended solely for racing and labelled as such by the manufacturer;- experimental watercraft, provided that they are not placed on the Union market;- watercraft specifically intended to be crewed and to carry passengers for commercial purposes, without prejudice to paragraph 3, regardless of the number of passengers;- submersibles;- air cushion vehicles;- hydrofoils;- amphibious vehicles, i.e. wheeled or track-laying motor vehicles, which are able to operate both on water and on solid land;

(ii) original and individual replicas of historical propulsion engines, which are based on a pre-1950 design, not produced in series and fitted on watercraft referred to in points (v) or (vii) of point (a)

(iii) propulsion engines built for own use provided that they are not subsequently placed on the Union market during a period of five years from the putting into service of the watercraft;

c) with regard to noise emission requirements referred to in Part C of Annex I

(i) all watercraft referred to in point (b);

(ii) watercraft built for own use, provided that they are not subsequently placed on the Union market during a period of five years from the putting into service of the watercraft.

3. The fact that the same watercraft could also be used for charter or for sports and leisure training shall not prevent it being covered by this Directive when it is placed on the Union market for recreational purposes.

## Article 3 Definitions

**Relevant documents:**  
[ERFU # 64r1](#)  
[ERFU # 90r1](#)

For the purposes of this Directive the following definitions shall apply

(1) 'watercraft' means any recreational craft or personal watercraft;



(2) 'recreational craft' means any watercraft of any type, excluding personal watercraft, intended for sports and leisure purposes of hull length from 2,5 m to 24 m, regardless of the means of propulsion;

(3) 'personal watercraft' means a watercraft intended for sports and leisure purposes of less than 4 m in hull length which uses a propulsion 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;

(4) 'watercraft built for own use' means a watercraft predominantly built by its future user for his own use;

(5) 'propulsion engine' means any spark or compression ignition, internal combustion engine used directly or indirectly for propulsion purposes;

(6) 'major engine modification' means the modification of a propulsion engine which could potentially cause the engine to exceed the emission limits set out in Part B of Annex I or increases the rated power of the engine by more than 15 %;

(7) 'major craft conversion' means a conversion of a watercraft which changes the means of propulsion of the watercraft, involves a major engine modification, or alters the watercraft to such an extent that it may not meet the applicable essential safety and environmental requirements laid down in this Directive;

**Relevant documents:**  
**ERFU # 137r1**  
**RFU # 132r4**

(8) 'means of propulsion' means the method by which the watercraft is propelled;

(9) 'engine family' means the manufacturer's grouping of engines which, through their design, have similar exhaust or noise emission characteristics;

(10) 'hull length' means the length of the hull measured in accordance with the harmonised standard;

(11) 'making available on the market' means any supply of a product for distribution, consumption or use on the Union market in the course of a commercial activity, whether in return for payment or free of charge;

(12) 'placing on the market' means the first making available of a product on the Union market;



- (13) 'putting into service' means the first use of a product covered by this Directive in the Union by its end-user;
- (14) 'manufacturer' means any natural or legal person who manufactures a product or has such a product designed or manufactured, and markets that product under his name or trademark;
- (15) 'authorised representative' means any natural or legal person established within the Union who has received a written mandate from the manufacturer to act on his behalf in relation to specified tasks;
- (16) 'importer' means any natural or legal person established within the Union who places a product from a third country on the Union market;
- (17) 'private importer' means any natural or legal person established within the Union who imports in the course of a non-commercial activity a product from a third country into the Union with the intention of putting it into service for his own use;
- (18) 'distributor' means any natural or legal person in the supply chain, other than the manufacturer or the importer, who makes a product available on the market;
- (19) 'economic operators' means the manufacturer, the authorised representative, the importer and the distributor;
- (20) 'harmonised standard' means harmonised standard as defined in point (c) of Article 2(1) of Regulation (EU) No 1025/2012;
- (21) 'accreditation' means accreditation as defined in point 10 of Article 2 of Regulation (EC) No 765/2008;
- (22) 'national accreditation body' means national accreditation body as defined in point 11 of Article 2 of Regulation (EC) No 765/2008;
- (23) 'conformity assessment' means the process demonstrating whether the requirements of this Directive relating to a product have been fulfilled;
- (24) 'conformity assessment body' means a body that performs conformity assessment activities including calibration, testing, certification and inspection;
- (25) 'recall' means any measure aimed at achieving the return of a product that has already been made available to the end-user;
- (26) 'withdrawal' means any measure aimed at preventing a product in the supply chain from being made available on the market;



(27) 'market surveillance' means the activities carried out and measures taken by public authorities to ensure that products comply with the applicable requirements set out in Union harmonisation legislation and do not endanger health, safety or any other aspect of public interest protection;

(28) 'CE marking' means a marking by which the manufacturer indicates that the product is in conformity with the applicable requirements set out in Union harmonisation legislation providing for its affixing;

(29) 'Union harmonisation legislation' means any Union legislation harmonising the conditions for the marketing of products.

## Article 4 Essential requirements

**Relevant documents:**  
**ERFU # 64r1**

1. The products referred to in Article 2(1) may be made available or put into service only if they do not endanger the health and safety of persons, property or the environment when correctly maintained and used in accordance with their intended purpose, and only on the condition that they meet the applicable essential requirements set out in Annex I.

**Relevant documents:**  
**ERFU # 130r1**  
**ERFU # 56r1**

2. Member States shall ensure that the products referred to in Article 2(1) are not made available on the market or put into service unless they comply with the requirements of paragraph 1.

## Article 5 National provisions concerning navigation

This Directive shall not prevent Member States from adopting provisions concerning navigation on certain waters for the purpose of protection of the environment, the fabric of waterways, and ensuring safety of waterways, provided that those provisions do not require modification to watercraft conforming to this Directive and that those provisions are justified and proportionate.



## Article 6 Free movement

**Relevant documents:**  
**ERFU # 120r1**

1. Member States shall not impede the making available on the market or, without prejudice to Article 5, the putting into service in their territory of watercraft complying with this Directive.

2. Member States shall not impede the making available on the market of partly-completed watercraft where the manufacturer or the importer declares, in accordance with Annex III, that they are intended to be completed by others.

3. Member States shall not impede the making available on the market or putting into service of components complying with this Directive which are intended to be incorporated into watercraft, in accordance with the declaration of the manufacturer or the importer, as referred to in Article 15.

4. Member States shall not impede the making available on the market or putting into service of any of the following propulsion engines

**Relevant documents:**  
**RFU # 69r3**

(a) engines, whether or not installed in watercraft, complying with this Directive;

(b) engines installed in watercraft and type-approved in accordance with Directive 97/68/EC which are in compliance with stage III A, stage III B or stage IV emission limits for CI engines used in other applications than propulsion of inland waterway vessels, locomotives and railcars, as provided for in point 4.1.2. of Annex I to that Directive, complying with this Directive, with the exclusion of the exhaust emission requirements set out in Part B of Annex I;

(c) engines installed in watercraft and type-approved in accordance with Regulation (EC) No 595/2009, complying with this Directive, with the exclusion of the exhaust emission requirements set out in Part B of Annex I.





Points (b) and (c) of the first subparagraph shall apply subject to the condition that where an engine is adapted for installation in a watercraft, the person undertaking the adaptation shall ensure that full account is taken of the data and other information available from the engine manufacturer in order to ensure that, when installed in accordance with the installation instructions provided by the person adapting the engine, that engine will continue to meet the exhaust emission requirements of either Directive 97/68/EC or of Regulation (EC) No 595/2009, as declared by the engine manufacturer. The person adapting the engine shall declare, as referred to in Article 15, that the engine will continue to meet the exhaust emission requirements of either Directive 97/68/EC or of Regulation (EC) No 595/2009, as declared by the engine manufacturer, when installed in accordance with the installation instructions supplied by the person adapting the engine.

5. At trade fairs, exhibitions, demonstrations and other similar events Member States shall not impede the showing of products referred to in Article 2(1) which do not comply with this Directive, provided that a visible sign clearly indicates that such products do not comply with this Directive and will not be made available or put into service in the Union until they have been made to comply.

## 2. OBLIGATIONS OF ECONOMIC OPERATORS AND PRIVATE IMPORTERS

### Article 7 Obligations of manufacturers

1. When placing their products on the market, manufacturers shall ensure that they have been designed and manufactured in accordance with the requirements set out in Article 4(1) and Annex I.

2. Manufacturers shall draw up the technical documentation in accordance with Article 25 and carry out the conformity assessment procedure applicable or have it carried out in accordance with Articles 19 to 22 and Article 24.

**Relevant documents:**  
**DLI # 014r4**  
**ERFU # 20r1**

Where compliance of a product with the applicable requirements has been demonstrated by that procedure, manufacturers shall draw up a declaration, as referred to in Article 15 and mark and affix the CE marking, as set out in Articles 17 and 18.

3. Manufacturers shall keep the technical documentation and a copy of the declaration, as referred to in Article 15, for 10 years after the product has been placed on the market.



4. 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 by reference to which conformity of a product is declared shall be adequately taken into account.

When deemed appropriate with regard to the risks presented by a product, manufacturers shall, to protect the health and safety of consumers, carry out sample testing of products made available on the market, investigate, and, if necessary, keep a register of complaints, of non-conforming products and product recalls, and shall keep distributors informed of any such monitoring.

5. Manufacturers shall ensure that their products bear a type, batch or serial number or other element allowing their identification, or, where the size or nature of the components does not allow it, that the required information is provided on the packaging or in a document accompanying the product.

6. Manufacturers shall indicate their name, registered trade name or registered trade mark and the address at which they can be contacted on the product or, where that is not possible, on its packaging or in a document accompanying the product. The address shall indicate a single point at which the manufacturer can be contacted.

7. Manufacturers shall ensure that the product is accompanied by instructions and safety information in the owner's manual in a language or languages which can be easily understood by consumers and other end users, as determined by the Member State concerned.

**Relevant documents:**  
**DLI # 014r4**  
**ERFU # 103r1**

8. Manufacturers who consider or have reason to believe that a product which they have placed on the market is not in conformity with this Directive shall immediately take the necessary corrective measures to bring that product into conformity, to withdraw it or recall it, if appropriate. Furthermore, where the product presents a risk, manufacturers shall immediately inform the competent national authorities of the Member States in which they made the product available to that effect, giving details, in particular, of the non-compliance and of any corrective measures taken.

9. Manufacturers shall, further to a reasoned request from a competent national authority, provide it with all the information and documentation necessary to demonstrate the conformity of the product, in a language which can be easily understood by that authority. They shall cooperate with that authority, at its request, on any action taken to eliminate the risks posed by products which they have placed on the market.



## Article 8 Authorised representatives

1. A manufacturer may, by a written mandate, appoint an authorised representative.
2. The obligations laid down in Article 7(1) and the drawing up of technical documentation shall not form part of the authorised representative's mandate.
3. An authorised representative shall perform the tasks specified in the mandate received from the manufacturer. The mandate shall allow the authorised representative to do at least the following
  - (a) keep a copy of the declaration, as referred to in Article 15, and the technical documentation at the disposal of national surveillance authorities for 10 years after the product has been placed on the market;
  - (b) further to a reasoned request from a competent national authority, provide that authority with all the information and documentation necessary to demonstrate the conformity of a product;
  - (c) cooperate with the competent national authorities, at their request, on any action taken to eliminate the risks posed by products covered by their mandate.

## Article 9 Obligations of importers

1. Importers shall place only compliant products on the Union market.
2. Before placing a product on the market, importers shall ensure that the appropriate conformity assessment procedure has been carried out by the manufacturer. They shall also ensure that the manufacturer has drawn up the technical documentation, that the product bears the CE marking, as referred to in Article 17, and is accompanied by the documents required in accordance in Article 15 and point 2.5 of Part A of Annex I, point 4 of Part B of Annex I and point 2 of Part C of Annex I and that the manufacturer has complied with the requirements set out in Article 7(5) and (6).

Where an importer considers or has reason to believe that a product is not in conformity with the requirements set out in Article 4(1) and Annex I, he shall not place the product on the market until it has been brought into conformity. Furthermore, where the product presents a risk, the importer shall inform the manufacturer and the market surveillance authorities to that effect.



3. Importers shall indicate their name, registered trade name or registered trade mark and the address at which they can be contacted on the product or, in the case of components where that is not possible, on the packaging or in a document accompanying the product.

4. Importers shall ensure that the product is accompanied by instructions and safety information in the owner's manual in a language or languages which can be easily understood by consumers and other end-users, as determined by the Member State concerned.

**Relevant documents:**  
**ERFU # 103r1**

5. Importers shall ensure that, while a product is under their responsibility, storage or transport conditions do not jeopardise its compliance with the requirements set out in Article 4(1) and Annex I.

6. When deemed appropriate with regard to the risks presented by a product, importers shall, to protect the health and safety of consumers, carry out sample testing of products made available on the market, investigate, and, if necessary, keep a register of complaints, of non-conforming products and product recalls, and shall keep distributors informed of such monitoring.

7. Importers who consider or have reason to believe that a product which they have placed on the market is not in conformity with this Directive shall immediately take the corrective measures necessary to bring that product into conformity, to withdraw it or recall it, if appropriate. Furthermore, where the product presents a risk, importers shall immediately inform the competent national authorities of the Member States in which they made the product available to that effect, giving details, in particular, of the non-compliance and of any corrective measures taken.

8. Importers shall, for a period of 10 years after the product has been placed on the market, keep a copy of the declaration, as referred to in Article 15, at the disposal of the market surveillance authorities and ensure that the technical documentation can be made available to those authorities, upon request.

9. Importers shall, further to a reasoned request from a competent national authority, provide it with all the information and documentation necessary to demonstrate the conformity of a product in a language which can be easily understood by that authority. They shall cooperate with that authority, at its request, on any action taken to eliminate the risks posed by products which they have placed on the market.

## Article 10 Obligations of distributors

1. When making a product available on the market distributors shall act with due care in relation to the requirements of this Directive.



2. Before making a product available on the market distributors shall verify that the product bears the CE marking, as referred to in Article 17, that it is accompanied by the documents required in Article 7(7), Article 15 and point 2.5 of Part A of Annex I, point 4 of Part B of Annex I and point 2 of Part C of Annex I and by instructions and safety information in a language or languages which can be easily understood by consumers and other end-users in the Member State in which the product is to be made available on the market, and that the manufacturer and the importer have complied with the requirements set out in Article 7(5) and (6) and Article 9(3).

Where a distributor considers or has reason to believe that a product is not in conformity with the requirements set out in Article 4(1) and Annex I, he shall not make the product available on the market until it has been brought into conformity. Furthermore, where the product presents a risk, the distributor shall inform the manufacturer or the importer, as well as the market surveillance authorities, to that effect.

3. Distributors shall ensure that, while a product is under their responsibility, storage or transport conditions do not jeopardise its compliance with the requirements set out in Article 4(1) and Annex I.

4. Distributors who consider or have reason to believe that a product which they have made available on the market is not in conformity with this Directive shall make sure that the corrective measures necessary to bring that product into conformity, to withdraw it or recall it, if appropriate, are taken. Furthermore, where the product presents a risk, distributors shall immediately inform the competent national authorities of the Member States in which they made the product available on the market to that effect, giving details, in particular, of the non-compliance and of any corrective measures taken.

5. Distributors shall, further to a reasoned request from a competent national authority, provide that authority with all the information and documentation necessary to demonstrate the conformity of the product. They shall cooperate with that authority, at its request, on any action taken to eliminate the risks posed by products which they have made available on the market.

## Article 11 Cases in which obligations of manufacturers apply to importers and distributors

An importer or distributor shall be considered a manufacturer for the purposes of this Directive and he shall be subject to the obligations of the manufacturer under Article 7, where he places a product on the market under his name or trademark or modifies a product already placed on the market in such a way that compliance with the requirements of this Directive may be affected.

## Article 12 Obligations of private importers



1. If the manufacturer does not fulfil the responsibilities for the conformity of the product with this Directive, a private importer, before putting the product into service, shall ensure that it has been designed and manufactured in accordance with the requirements set out in Article 4(1) and Annex I and carry out or have carried out the obligations of the manufacturer set out in Article 7(2),(3),(7) and (9).
2. If the required technical documentation is not available from the manufacturer, the private importer shall have it drawn up using appropriate expertise.

**Relevant  
documents:  
DLI # 014r4**

3. The private importer shall ensure that the name and address of the notified body which has carried out the conformity assessment of the product is marked on the product.

## Article 13 Identification of economic operators

1. Economic operators shall, on request, identify the following to the market surveillance authorities

- (a) any economic operator who has supplied them with a product;
- (b) any economic operator to whom they have supplied a product.

Economic operators shall be able to present the information referred to in the first subparagraph for a period of 10 years after they have been supplied with the product and for a period of 10 years after they have supplied the product.

2. Private importers shall, on request, identify to the market surveillance authorities the economic operator who has supplied them with the product.

Private importers shall be able to present the information referred to in the first subparagraph for a period of 10 years after they have been supplied with the product.

## 3. CONFORMITY OF THE PRODUCT



## Article 14 Presumption of conformity

**Relevant documents:**  
**DLI # 008r2**  
**ERFU # 85r1**

Products which are in conformity with harmonised standards or parts thereof the references of which have been published in the Official Journal of the European Union shall be presumed to be in conformity with the requirements covered by those standards or parts thereof, set out in Article 4(1) and Annex I.

## Article 15 EU declaration of conformity and declaratio in accordance with Annex III2

1. The EU declaration of conformity shall state that the fulfilment of requirements specified in Article 4(1) and Annex I or those referred to in points (b) or (c) of Article 6(4) has been demonstrated.

2. The EU declaration of conformity shall have the model structure set out in Annex IV to this Directive, shall contain the elements specified in the relevant modules set out in Annex II to Decision No 768/2008/EC as well as in Annex V to this Directive, and shall be continuously updated. It shall be translated into the language or languages required by the Member State on whose market the product is made available or put into service.

3. By drawing up the EU declaration of conformity, the manufacturer, private importer or the person adapting the engine referred to in points (b) and (c) of Article 6(4) shall assume responsibility for the compliance of the product.

4. The EU declaration of conformity referred to in paragraph 3 shall accompany the following products when they are made available on the market or put into service

- (a) watercraft;
- (b) components when placed on the market separately;
- (c) propulsion engines.



5. The declaration by the manufacturer or the importer set out in Annex III for partly completed watercraft shall contain the elements specified in that Annex and shall accompany partly completed watercraft. It shall be translated into the language or languages required by the Member State on whose market the product is made available.

## Article 16 General principles of the CE marking

The CE marking shall be subject to the general principles set out in Article 30 of Regulation (EC) No 765/2008.

### RSG COMMENT:

Application of the EMC Directive.

All marine engines, PWCs and recreational craft with an electrical system likely to cause electromagnetic interference fall within the scope of the Electromagnetic Compatibility (EMC) Directive 2004/108/EC. Similar to the Recreational Craft Directive, the EMC Directive also requires CE marking of compliant products. This means that products falling within the scope of both directives can only be CE marked once successful conformity assessment, documentation and declaration has been established in accordance with both Directives. Conformity assessment procedures under the EMC Directive provide self-assessment by the manufacturer, with the option of presenting the technical documentation to a Notified Body (notified under the EMC Directive) for assessment. There are harmonised standards for testing of subsystems, as well as electromagnetic radiation on boats <15m (EN 55012). The European Commission website lists all applicable harmonised standards for EMC testing. This is downloadable from:

[http://ec.europa.eu/growth/single-market/european-standards/harmonised-standards/electromagnetic-compatibility/index\\_en.htm](http://ec.europa.eu/growth/single-market/european-standards/harmonised-standards/electromagnetic-compatibility/index_en.htm)

At the same link, the European Commission has also issued an EMC Directive application guide.

Based on an assessment on their practical applicability, there is currently agreement that the existing harmonised standards are unsuitable for application to recreational craft. As a consequence, the industry association ICOMIA has developed a 'Guideline on EMC Assessment' to assist manufacturers achieve conformity proof by thorough documentation of all measures taken to avoid electromagnetic interferences. The EMC assessment guideline is available as a free download at:

<http://www.icomia.com/library/Document.ashx?DocumentDataId=3624>

## Article 17 Products subject to CE marking

**Relevant documents:**  
**DLI # 013r4**





1. The following products are subject to CE marking when they are made available on the market or put into service

- (a) watercraft;
- (b) components;
- (c) propulsion engines.

2. Member States shall presume that the products referred to in paragraph 1 bearing the CE marking comply with this Directive.

## Article 18 Rules and conditions for affixing the CE marking

**Relevant documents:**  
**ERFU # 73r1**

1. The CE marking shall be affixed visibly, legibly and indelibly to the products referred to in Article 17(1). In case of components, where that is not possible or not warranted on account of the size or nature of that product, it shall be affixed to the packaging and to the accompanying documents. In the case of watercraft, the CE marking shall be affixed on the watercraft builder's plate mounted separately from the watercraft identification number. In the case of a propulsion engine, the CE marking shall be affixed on the engine.

2. The CE marking shall be affixed before the product is placed on the market or put into service. The CE marking, and the identification number referred to in paragraph 3, may be followed by a pictogram or any other mark indicating a special risk or use.

3. The CE marking shall be followed by the identification number of the notified body, where that body is involved in the production control phase or in the post-construction assessment.

**Relevant documents:**  
**ERFU # 73r1**

The identification number of the notified body shall be affixed by the body itself or, under its instructions, by the manufacturer or his authorised representative, or by the person referred to in Article 19(2), (3) or (4).



## 4. CONFORMITY ASSESSMENT

### Article 19 Applicable conformity assessment procedures

#### RSG COMMENT:

The Recreational Craft Directive establishes procedures applying to the assessment of compliance with the Essential requirements. These procedures comply with Council Decision No Decision n. 768/2008/EC 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.

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,

4. 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.
5. 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).

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.

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, as defined in RCD, Decision 768/2008/EC and "The Blue Guide".

#### Relevant

#### documents:

ERFU #

119r1

ERFU #

136r1

ERFU #

15r1

ERFU #

58r1

ERFU #

59r1

ERFU #

98r1

RFU #

128r2



1. The manufacturer shall apply the procedures set out in the modules referred to in Articles 20, 21 and 22 before placing on the market products referred to in Article 2(1).
2. The private importer shall apply the procedure referred to in Article 23 before putting into service a product referred to in Article 2(1) if the manufacturer has not carried out the conformity assessment for the product concerned.
3. Any person placing on the market or putting into service a propulsion engine or a watercraft after a major modification or conversion thereof, or any person changing the intended purpose of a watercraft not covered by this Directive in a way that it falls under its scope, shall apply the procedure referred to in Article 23 before placing the product on the market or putting it into service.
4. Any person placing on the market a watercraft built for own use before the end of the five-year period referred to in point (vii) of point (a) of Article 2(2) shall apply the procedure referred to in Article 23 before placing the product on the market.

## Article 20 Design and construction

**Relevant documents:**  
[ERFU # 119r1](#)  
[ERFU # 43r1](#)  
[ERFU # 44r1](#)  
[ERFU # 78r1](#)  
[ERFU # 81r1](#)  
[RFU # 128r2](#)

1. With regard to design and construction of recreational craft the following procedures set out in Annex II to Decision No 768/2008/EC shall apply
  - (a) For design categories A and B referred to in point 1 of Part A of Annex I
    - (i) For recreational craft of hull length from 2,5 m to less than 12 m, any of the following modules – Module A1 (internal production control plus supervised product testing); – Module B (EU type-examination) together with Module C, D, E or F; – Module G (conformity based on unit verification); – Module H (conformity based on full quality assurance).



(ii) For recreational craft of hull length from 12 m to 24 m, any of the following modules – Module B (EU type-examination) together with Module C, D, E or F; – Module G (conformity based on unit verification); – Module H (conformity based on full quality assurance).

(b) For design category C referred to in point 1 of Part A of Annex I

(i) For recreational craft of hull length from 2,5 m to less than 12 m, any of the following modules – where the harmonised standards relating to points 3.2 and 3.3 of Part A of Annex I are complied with Module A (internal production control), Module A1 (internal production control plus supervised product testing), Module B (EU type-examination) together with Module C, D, E or F, Module G (conformity based on unit verification) or Module H (conformity based on full quality assurance); – where the harmonised standards relating to points 3.2 and 3.3 of Part A of Annex I are not complied with Module A1 (internal production control plus supervised product testing), Module B (EU type-examination) together with Module C, D, E or F, Module G (conformity based on unit verification) or Module H (conformity based on full quality assurance);

(ii) For recreational craft of hull length from 12 m to 24 m, any of the following modules – Module B (EU type-examination) together with Module C, D, E or F; – Module G (conformity based on unit verification); – Module H (conformity based on full quality assurance).

(c) For design category D referred to in point 1 of Part A of Annex I for recreational craft of hull length from 2,5 m to 24 m, any of the following modules – Module A (internal production control); – Module A1 (internal production control plus supervised product testing); – Module B (EU type-examination) together with Module C, D, E or F; – Module G (conformity based on unit verification); – Module H (conformity based on full quality assurance).

2. With regard to design and construction of personal watercraft any of the following procedures set out in Annex II to Decision No 768/2008/EC shall apply

**Relevant documents:**  
**ERFU # 83r1**

(a) Module A (internal production control);

(b) Module A1 (internal production control plus supervised product testing);

(c) Module B (EU type-examination) together with Module C, D, E or F;

(d) Module G (conformity based on unit verification);



(e) Module H (conformity based on full quality assurance).

3. With regard to design and construction of components any of the following procedures set out in Annex II to Decision No 768/2008/EC shall apply

(a) Module B (EU type-examination) together with Module C, D, E or F;

(b) Module G (conformity based on unit verification);

(c) Module H (conformity based on full quality assurance).

## Article 21 Exhaust emissions

**Relevant documents:**  
**ERFU # 119r1**  
**ERFU # 43r1**  
**ERFU # 68r1**  
**ERFU # 81r1**  
**RFU # 128r2**

With regard to exhaust emissions, for products referred to in points (d) and (e) of Article 2(1), the engine manufacturer shall apply the following procedures set out in Annex II to Decision No 768/2008/EC

(a) where tests are conducted using the harmonised standard, any of the following modules

(i) Module B (the EU type-examination) together with Module C, D, E or F;

(ii) Module G (conformity based on unit verification);

(iii) Module H (conformity based on full quality assurance);

(b) where tests are conducted without using the harmonised standard, any of the following modules



- (i) Module B (the EU type-examination) together with Module C 1;
- (ii) Module G (conformity based on unit verification);

## Article 22 Noise emissions

**Relevant documents:**  
**ERFU # 119r1**  
**ERFU # 81r1**  
**RFU # 128r2**

1. With regard to noise emissions for recreational craft with stern drive propulsion engines without integral exhausts or inboard propulsion engine installations and for recreational craft with stern drive propulsion engines without integral exhausts or with inboard propulsion engine installations which are subject to major craft conversion and subsequently placed on the market within five years following conversion, the manufacturer shall apply the following procedures set out in Annex II to Decision No 768/2008/EC

(a) Where tests are conducted using the harmonised standard for noise measurement, any of the following modules

- (i) Module A1 (internal production control plus supervised product testing);
- (ii) Module G (conformity based on unit verification).
- (iii) Module H (conformity based on full quality assurance).

(b) Where tests are conducted without using the harmonised standard for noise measurement, Module G (conformity based on unit verification).

(c) Where the Froude number and power displacement ratio method is used for assessment, any of the following modules

- (i) Module A (internal production control);
- (ii) Module G (conformity based on unit verification);



(iii) Module H (conformity based on full quality assurance).

2. With regard to noise emissions for personal watercraft and outboard propulsion engines and stern drive propulsion engines with integral exhausts intended for installation on recreational craft, the personal watercraft or engine manufacturer shall apply the following procedures set out in Annex II to Decision No 768/2008/EC

(a) where tests are conducted using the harmonised standard for noise measurement, any of the following modules

(i) Module A1 (internal production control plus supervised product testing);

(ii) Module G (conformity based on unit verification);

(iii) Module H (conformity based on full quality assurance).

(b) Where tests are conducted without using the harmonised standard for noise measurement, Module G (conformity based on unit verification).

## Article 23 Post-construction assessment

**Relevant documents:**  
**ERFU # 119r1**  
**ERFU # 98r1**  
**RFU # 128r2**

### Module PCA: Post Construction Assessment

Conformity based on post-construction assessment is the procedure to assess the equivalent conformity of a product for which the manufacturer has not assumed the responsibility for the product's conformity with this Directive, and whereby a natural or legal person who is placing the product on the market or putting it into service under his own responsibility is assuming the responsibility for the equivalent conformity of the product.



Typical example of such a scenario is private import from outside the EU/EEA. Private importer is considered to be a natural or legal person established in the EU who buys a watercraft in a third country (whether new or second hand), imports it into EU territory for non-commercial purposes, and intends to put it into service for his own use. The same applies for any other new or second hand product covered by the Directive imported from a third country into the EU by a natural or legal person with a view to put it into service for his own use. These are not necessarily used products but also new ones, when imported by private persons for non-commercial purposes.

Not only private importers but also other parties are entitled to apply post construction assessment. Articles 19.2 - 19.4 of the RCD 2013/53/EU enumerate the scenarios which justify the use of the PCA. The PCA shall be also used by persons carrying out the major craft conversion on the product and subsequently placing the product on the market, by persons changing the intended purpose of a watercraft not covered by the RCD (such a fishing or racing craft) in a way that it falls under its scope or by persons placing a watercraft built for own use on the market earlier than five-year s from its putting into service.

The RCD's full range of essential requirements applies under PCA including design, construction, noise and exhaust emissions. Where essential requirements require a harmonised standard to be used, this applies equally to PCA. The notified body must issue a PCA report which details all the applicable essential requirements for an individual assessment of each product

Unlike all other conformity assessment modules, post construction assessment is not defined in Decision No 768/2008/EC. As it applies only to the Recreational Craft Directive, it is described in Annex V of the Directive.

**Applicant:**

(The person who is placing the product on the market or putting it into service)

**Notified Body:**

(The organisation employed to assess the product)

**Design & Construction, Exhaust emissions, Noise emissions**





1. The applicant shall fulfil the following obligations and ensure and declare on his sole responsibility that the product concerned is in conformity with the applicable requirements of this Directive.

2. The applicant shall lodge an application for a post-construction assessment of the product with a notified body and must provide the notified body with the documents and technical file enabling the notified body to assess the conformity of the product with the requirements of the RCD and any available information on the use of the product after its first putting into service. The applicant shall keep these documents and information at the disposal of the relevant national authorities for 10 years after the product has been assessed on its equivalent conformity in accordance with the post-construction assessment procedure.

4. CE marking and EU declaration of conformity: 4.1. The applicant shall affix the CE marking and, under the responsibility of the notified body, the latter's identification number to the product for which the notified body has assessed and certified its equivalent conformity with the relevant requirements of this Directive.

4.2. The applicant shall draw up an EU declaration of conformity and keep it at the disposal of the national authorities for 10 years after the date the post-construction assessment certificate has been issued. The declaration of conformity shall identify the product for which it has been drawn up. A copy of the EU declaration of conformity shall be made available to the relevant authorities upon request.

4.3. In the case the assessed product is a watercraft, the applicant shall affix to the watercraft the builder's plate described in point 2.2 of Part A of Annex I, which shall include the words 'post-construction assessment', and the watercraft identification number described in point 2.1 of Part A of Annex I, in accordance with the provisions set out in Section 3

3. The notified body shall examine the individual product and carry out calculations, tests and other assessments, to the extent necessary to ensure that the equivalent conformity of the product with the relevant requirements of this Directive is demonstrated. The notified body shall draw up and issue a certificate and a related report of conformity concerning the assessment carried out and shall keep a copy of the certificate and related report of conformity at the disposal of the national authorities for 10 years after it has issued these documents. The notified body shall affix its identification number next to the CE marking on the approved product or have it affixed under its responsibility. In case the assessed product is a watercraft, the notified body shall also have affixed, under his responsibility, the watercraft identification number as referred to in point 2.1 of Part A of Annex I, whereby the field for the country code of the manufacturer shall be used to indicate the country of establishment of the notified body and the fields for the unique code of the manufacturer assigned by the national authority of the Member State to indicate the post-construction assessment identification code assigned to the notified body, followed by the serial number of the post-construction assessment certificate. The fields in the watercraft identification number for the month and year of production and for the model year shall be used to indicate the month and year of the post-construction assessment.

5. The notified body shall inform the applicant of his obligations under this post-construction assessment procedure.



As examples, the following products would be required to undergo post-construction assessment, where the manufacturer or his authorised representative has not issued a EU Declaration of Conformity for the RCD:

- Products (new or used) privately imported into EU/EEA territory for non-commercial purposes and intended to be put into service for own use.
- Watercraft undergoing a change of use or purpose so that they are being placed on the market as recreational watercraft in EU/EEA for the first time (for example, experimental/prototype boats, watercraft intended solely for racing or workboats being put into recreational use).
- Products already in service but undergoing a major craft conversion and subsequently placed on the market
- Products built for own use but subsequently placed on the market within 5 years from their putting into service.

In the case of watercraft with provision for inboard or stern drive engines, PCA can only be completed with engine(s) installed. This is because the noise emissions may be a property of the combined watercraft and propulsion engine. Watercraft with provision for outboard motor(s) may complete PCA without engine(s) fitted, on the basis that the noise emissions are related solely to the engine(s).

### Procedure to be applied for Post construction:

#### Applicant:

1. Apply for post construction assessment for the individual product with one Notified Body for all essential requirements as applicable.
2. Provide all available technical documentation/technical file and any available information about the use of the product.

#### Notified Body:

1. Examines the available technical documentation/technical file and any available information about the use of the product provided by the applicant.
2. The Notified Body shall assess which information is still missing and communicate this to the applicant.



<p>3. Any missing information shall be drawn up by the applicant or his/her consultant. This information will then be provided to the Notified body.</p>	<p>3. 3.a Watercraft Assess the individual watercraft by means of:</p> <ul style="list-style-type: none"> <li>- an on board survey,</li> <li>- flotation and/or stability tests or calculations</li> <li>- cockpit, drainage test or calculation</li> <li>- a visual hull inspection</li> <li>- checking compliance with noise and exhaust emission requirements and if required:             <ul style="list-style-type: none"> <li>- perform other calculations,</li> <li>- sea trials,</li> <li>- component tests,</li> <li>- other tests.</li> </ul> </li> </ul> <p>3.b components Assess the individual component by means of:</p> <ul style="list-style-type: none"> <li>- an examination of the component.</li> </ul>
<p>4. Provide the individual product to the Notified Body.</p>	<p>4. Assess the equivalent conformity of the individual product with the relevant requirement(s) using the information provided and information gathered from the assessment of the product and communicate all non-conformities found to the applicant.</p>
<p>5. Provide the owner's manual.</p>	<p>5. Assess the owner's manual and provide information of its deficiencies.</p>
<p>6. Address all non-conformities identified by the Notified Body. Provide the product to the Notified Body for the reassessment of the corrections of the non-conformities</p>	<p>6. Re-asses non-conformant items that have been corrected.</p>
<p>7. The applicant affixes the WIN assigned by the Notified Body.</p>	<p>7. The Notified Body assigns the applicant with a WIN including the PCA identification code assigned to the Notified Body by his national authority or national body.</p>
<p>8. The applicant affixes the builder's plate including CE marking and the wording "post-construction assessment".</p>	<p>8. When equivalent conformity to the RCD 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.</p>



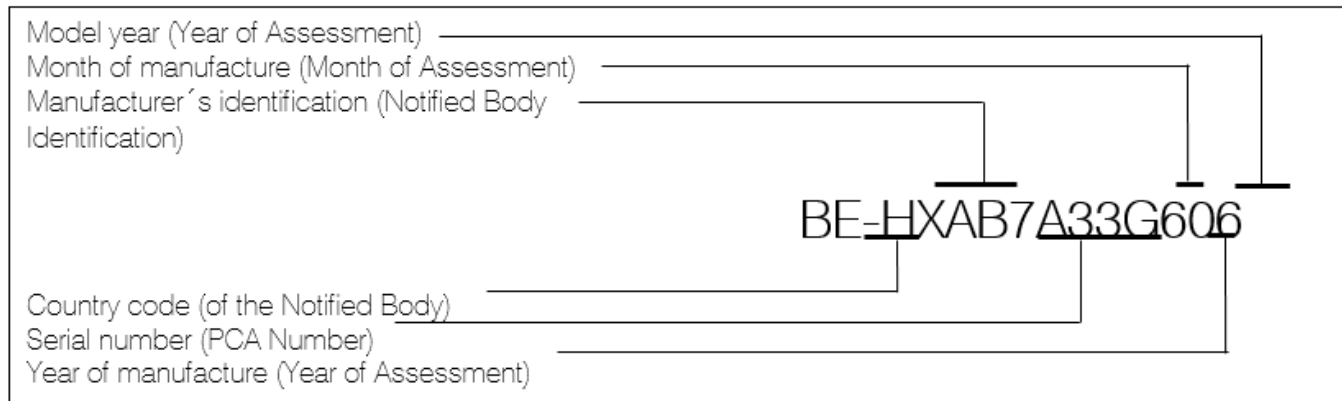
9. Draw up the declaration of conformity.

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.

Procedure to be applied for PCA of Watercraft & Engines:

**A.1. Watercraft Design Categories:** see Annex I of the Guidelines

**A.2.1. Watercraft identification:** Regardless of whether or not the watercraft already has an identification number affixed, the Notified Body involved in the assessment should issue the private importer with a WIN that identifies both the Notified Body and the month of PCA. The Notified Body shall ensure the WIN the format prescribed by EN ISO 10087 with the manufacturer's MIC, serial number and date of manufacture replaced by the Notified Body's MIC, serial/certificate number and date of certification. This is illustrated in the following diagram:



Note that some craft shall thus have two WIN affixed after completion of PCA.

**A.2.2. Builder's plate:** both the manufacturer & the Notified Body performing the PCA shall be identified on the plate.

**A.2.3. Protection from falling overboard and means of re-boarding:** 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 approval by Certification Bodies or Local Authorities or declarations of conformity in accordance with Annex III of the Directive) and any possible empirical data (e.g. details of voyages undertaken or records 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.

**A.3.2. and A.3.3 Stability & Freeboard and Buoyancy & Flotation:** see Part II Annex I.A.3.2 of the Guidelines. Note that fixtures and fittings may be added or removed by owners such that stability characteristics may be altered over time. For this reason, Notified Bodies performing PCA must make a stability assessment of the individual craft and shall not accept, in isolation, prior approval by another organisation as sufficient evidence of conformity.

If there is insufficient documentation to assess stability and buoyancy with the harmonised stability standard:

- **Category B recreational craft:** obtain as much information as possible concerning stability and buoyancy (e.g. past acceptability by Certification Bodies or Local Authorities) or any historical data (e.g. record of voyages safely undertaken in an area where the sea and weather condition are not less than those applicable in the corresponding design category) such that the appropriate design category, the maximum number of persons and the maximum load capacity can be ascertained.
- **Category A recreational craft:** in addition to the methodology described above for category B craft, assessment must also include analysis of righting curves.
- **Category C & D watercraft:** tests shall be conducted to assess stability and buoyancy and to ascertain the appropriate design category, the maximum number of persons and the maximum load capacity.

**A.3.4. Openings in the hull, deck and superstructure:** tests of water-tightness and assessment of strength of the opening appliances according to EN ISO 12216 is required except where the Notified Body's visual inspection and assessment of the boat's history confirms the openings/closures are fit for purpose.

**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 ISO 12217.



**A.3.7. Liferaft stowage:** see Annex I.A.3.7 of the Guidelines

**A.3.8. Escape:** see Annex I.A.3.8 of the Guidelines

**A.3.9. Anchoring, mooring and towing:** see Annex I.A.3.9 of the Guidelines

**A.4. Handling characteristics:** see Annex I.A.4 of the Guidelines

**A.5.1. Engine and engine spaces:** see Annex I.A.5.1 of the Guidelines. In the absence of satisfactory information regarding insulating materials, tests may be conducted and the results included in the technical file

**A.5.2. Fuel system:** see Annex I.A.5.2 of the Guidelines. Compliance may be assessed by mean of an inspection of the complete fuel system including filling, venting and return hoses, connection to the tanks, fuel filters, any shut-off valves or auxiliary equipment. In the case of petrol systems, only ignition-protected (electrical) may be fitted in the engine & enclosed tank compartments. Fuel tanks shall be inspected to ascertain the degree of any corrosion or leaks. Tests may be required, as the discretion of the Notified Body.

**A.5.3. Electrical system:** inspection of the installed system, including sources of energy (e.g. batteries & generators) and primary controls and components (e.g. switches, battery chargers, invertors) shall be carried out as applicable. Information is required to verify the characteristics & integrity of the electrical cables and protection systems. Where the rating of cables cannot be identified, their ability to carry the requisite load may be assumed on the basis of around 5 years of satisfactory service history, if inspection confirms their condition as good.

**A.5.4. Steering system:** compliance with the relevant standards is to be assessed as applicable. A functional test is required.

**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 at the discretion of the Notified Body.

**A.5.6. Fire protection:** see Annex I.A of the Guidelines.

**A.5.7. Navigation lights:** see Annex I.A of the Guidelines

**A.5.8. Discharge prevention:** see Annex I.A of the Guidelines.

**A.6. Inflatable boats and RIBS:** assessment procedures should be similar to watercraft but with the additional application of the harmonised standard for inflatables (ISO 6185) as far as practical. See Annex I.A.6 b)



**A.7. Personal Watercraft (PWC):**assessment procedures should be similar to watercraft, but with the additional application of the harmonised standard for PWC (EN ISO 13590). See Annex I.A.7. 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 exhaust emissions of a specific engine may be approved, under PCA only, by any of the following means:

1. Compliance with the requirements of RCD 2013/53/EU proven by:
  - a) CE marking/dataplate on the engine and the corresponding DoC, or
  - b) actual tests in accordance with the harmonised standard
  - c) reports/documentation, that can be linked to the specific units under assessment, that show the emissions are below the limits prescribed by either of the Directives above.
2. Compliance with the 'comparative' regulations listed below.
3. Confirming the engine's exclusion from the scope of RCD on the basis that it was in service or placed on the market in EEA before 1st January 2006 (when exhaust emissions were first introduced by RCD 2003/44/EC).

For PCA of used watercraft 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 watercraft and the engine in order to be ensured about the watercraft's equivalent compliance with the exhaust emission requirements.



### Comparative Regulations for CI Engines for engines rated below 37 kW

- EU Directive 97/68/EC [stage II], compliance shown by label on engine according 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 according 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 according to 40 CFR § 94.212  
*[40 CFR Parts 89, 92][64 FR 73300-73373, 29 Dec 1999]*

### Comparative Regulations for CI Engines regardless the rating

- EU Directive 97/68/EC as amended by EU Directive 2004/26/EC [stage IIIA, IIIB, IV], compliance shown by label on engine according to Annex I Subclause 3 & type approval certificate
- EU Regulation (EC) 595/2009 as amended (Heavy Duty Vehicles). Any level of emissions included in this regulation. Compliance shown by marking on engine according to section 3 of Annex I to Regulation (EU) No 582/2011
- US Environmental Protection Agency (EPA) 2008 Category 1 and 2 Marine Engine Rule, signed on March 14, 2008, Recreational Watercraft up to a displacement of 7 l/cyl covered in Category 1, compliance shown by label on engine according to 40 CFR § 94.212  
*[40 CFR Part 9, 85 et al.][73 FR 88 25098-25352, 6 May 2008]*

### Comparative Regulations for SI Engines

#### SD/I Engines:

- 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
- 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 (4 Star rating), compliance is shown by the emission control label on engine according to 13 CA ADC § 2443.1 Clause C





### OB/PWC Engines:

- 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 according 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 according 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 watercraft shall undergo individual noise assessment.

## Article 24 Supplementary requirements

**Relevant documents:**  
[ERFU # 119r1](#)  
[ERFU # 15r1](#)  
[ERFU # 32r1](#)  
[ERFU # 58r1](#)  
[ERFU # 78r1](#)  
[ERFU # 7r1](#)  
[ERFU # 81r1](#)  
[RFU # 128r2](#)



1. When Module B of Annex II to Decision No 768/2008/EC is used, the EU type examination shall be carried out in the manner specified in the second indent of point 2 of that module.

**Relevant documents:**  
**RFU # 122r2**

A production type referred to in Module B may cover several versions of the product provided that

(a) the differences between the versions do not affect the level of safety and the other requirements concerning the performance of the product; and

(b) versions of the product are referred to in the corresponding EU-type examination certificate, if necessary through amendments to the original certificate.

2. When Module A1 of Annex II to Decision No 768/2008/EC is used, the product checks shall be carried out on one or several watercraft representing the production of the manufacturer and the supplementary requirements set out in Annex VI to this Directive shall apply.

3. The possibility of using accredited in-house bodies referred to in Modules A1 and C1 of Annex II to Decision No 768/2008/EC shall not be applicable.

4. When Module F of Annex II to Decision No 768/2008/EC is used, the procedure described in Annex VII to this Directive shall apply for the assessment of conformity with the exhaust emission requirements.

5. When Module C of Annex II to Decision No 768/2008/EC is used, 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 Module H of Annex II to Decision No 768/2008/EC, a notified body chosen by the manufacturer shall carry out product checks or have them carried out at random intervals determined by that body, in order to verify the quality of the internal checks on the product. When the quality level appears unsatisfactory or when it seems necessary to verify the validity of the data presented by the manufacturer, the procedure set out in Annex VIII to this Directive shall apply.

## Article 25 Technical documentation



1. The technical documentation referred to in Article 7(2) shall contain all relevant data and details of the means used by the manufacturer to ensure that the product complies with the requirements set out in Article 4(1) and Annex I. It shall, in particular, contain the relevant documents listed in Annex IX.
2. The technical documentation shall ensure that the design, construction, operation and assessment of conformity may be clearly understood.

## 5. NOTIFICATION OF CONFORMITY ASSESSMENT BODIES

### Article 26 Notification

Member States shall notify the Commission and the other Member States of the bodies authorised to carry out third- party conformity assessment tasks under this Directive.

### Article 27 Notifying authorities

1. Member States shall designate a notifying authority that shall be responsible for setting up and carrying out the necessary procedures for the assessment and notification of conformity assessment bodies for the purposes of this Directive, and for the monitoring of notified bodies, including compliance with the provisions of Article 32.
2. Member States may decide that the assessment and monitoring referred to in paragraph 1 shall be carried out by a national accreditation body within the meaning of and in accordance with Regulation (EC) No 765/2008.
3. Where the notifying authority delegates or otherwise entrusts the assessment, notification or monitoring referred to in paragraph 1 to a body which is not a governmental entity, that body shall be a legal entity and shall comply mutatis mutandis with the requirements laid down in Article 28. In addition, that body shall have arrangements to cover liabilities arising out of its activities.
4. The notifying authority shall take full responsibility for the tasks performed by the body referred to in paragraph 3.

### Article 28 Requirements relating to notifying authorities



1. A notifying authority shall be established in such a way that no conflict of interest with conformity assessment bodies occurs.
2. A notifying authority shall be organised and operated so as to safeguard the objectivity and impartiality of its activities.
3. A notifying authority shall be organised in such a way that each decision relating to notification of a conformity assessment body is taken by competent persons different from those who carried out the assessment.
4. A notifying authority shall not offer or provide any activities that conformity assessment bodies perform or consultancy services on a commercial or competitive basis.
5. A notifying authority shall safeguard the confidentiality of the information it obtains.
6. A notifying authority shall have a sufficient number of competent personnel at its disposal for the proper performance of its tasks.

## Article 29 Information obligation on notifying authorities

Member States shall inform the Commission of their procedures for the assessment and notification of conformity assessment bodies and the monitoring of notified bodies, and of any changes thereto.

The Commission shall make that information publicly available.

## Article 30 Requirements relating to notified bodies

1. For the purposes of notification under this Directive, a conformity assessment body shall meet the requirements laid down in paragraphs 2 to 11.
2. A conformity assessment body shall be established under national law and shall have legal personality.
3. A conformity assessment body shall be a third-party body independent of the organisation or the product it assesses.

A body belonging to a business association or professional federation representing undertakings involved in the design, manufacturing, provision, assembly, use or maintenance of products which it assesses, may, on condition that its independence and the absence of any conflict of interest are demonstrated, be considered such a body.



4. A conformity assessment body, its top level management and the personnel responsible for carrying out the conformity assessment tasks shall not be the designer, manufacturer, supplier, installer, purchaser, owner, user or maintainer of the products which they assess, nor the representative of any of those parties. This shall not preclude the use of assessed products that are necessary for the operations of the conformity assessment body or the use of such products for personal purposes.

A conformity assessment body, its top level management and the personnel responsible for carrying out the conformity assessment tasks shall not be directly involved in the design or manufacture, the marketing, installation, use or maintenance of those products, or represent the parties engaged in those activities. They shall not engage in any activity that may conflict with their independence of judgement or integrity in relation to conformity assessment activities for which they are notified. This shall in particular apply to consultancy services.

Conformity assessment bodies shall ensure that the activities of their subsidiaries or subcontractors do not affect the confidentiality, objectivity or impartiality of their conformity assessment activities.

5. Conformity assessment bodies and their personnel shall carry out the conformity assessment activities with the highest degree of professional integrity and the requisite technical competence in the specific field and shall be free from all pressures and inducements, particularly financial, which might influence their judgement or the results of their conformity assessment activities, especially as regards persons or groups of persons with an interest in the results of those activities.

6. A conformity assessment body shall be capable of carrying out the conformity assessment tasks assigned to it by the provisions of Articles 19 to 24 and in relation to which it has have been notified, whether those tasks are carried out by the conformity assessment body itself or on its behalf and under its responsibility.

At all times and for each conformity assessment procedure and each kind or category of products in relation to which it has been notified, a conformity assessment body shall have at its disposal the necessary

(a) personnel with technical knowledge and sufficient and appropriate experience to perform the conformity assessment tasks;

(b) descriptions of procedures in accordance with which conformity assessment is carried out ensuring the transparency and ability of reproduction of those procedures.

It shall have appropriate policies and procedures in place that distinguish between tasks it carries out as a notified body and other activities;

(c) procedures for the performance of activities which take due account of the size of an undertaking, the sector in which it operates, its structure, the degree of complexity of the technology of the product in question and the mass or serial nature of the production process.



It shall have the means necessary to perform the technical and administrative tasks connected with the conformity assessment activities in an appropriate manner and shall have access to all necessary equipment or facilities.

7. The personnel responsible for carrying out the conformity assessment activities shall have the following

(a) sound technical and vocational training covering all the conformity assessment activities in relation to which the conformity assessment body has been notified;

(b) satisfactory knowledge of the requirements of the assessments they carry out and adequate authority to carry out those assessments;

(c) appropriate knowledge and understanding of the essential requirements, the applicable harmonised standards, the relevant Union harmonisation legislation and the relevant national legislation;

(d) the ability to draw up certificates, records and reports demonstrating that assessments have been carried out.

8. The impartiality of the conformity assessment bodies, their top level management and of the assessment personnel shall be guaranteed.

The remuneration of the top level management and assessment personnel of a conformity assessment body shall not depend on the number of assessments carried out or on the results of those assessments.

9. Conformity assessment bodies shall take out liability insurance unless liability is assumed by the Member State in accordance with its national law, or the Member State itself is directly responsible for the conformity assessment.

10. The personnel of a conformity assessment body shall observe professional secrecy with regard to all information obtained in carrying out their tasks under Articles 19 to 24 or any provision of national law giving effect to it, except in relation to the competent authorities of the Member State in which its activities are carried out. Proprietary rights shall be protected.

11. Conformity assessment bodies shall participate in, or ensure that their assessment personnel are informed of, the relevant standardisation activities and the activities of the notified body coordination group established under Article 42, and shall apply as general guidance the administrative decisions and documents produced as a result of the work of that group.

## Article 31 Presumption of conformity



Where a conformity assessment body demonstrates its conformity with the criteria laid down in the relevant harmonised standards or parts thereof the references of which have been published in the Official Journal of the European Union it shall be presumed to comply with the requirements set out in Article 30 in so far as the applicable harmonised standards cover those requirements.

## Article 32 Subsidiaries of and subcontracting by notified bodies

1. Where a notified body subcontracts specific tasks connected with conformity assessment or has recourse to a subsidiary, it shall ensure that the subcontractor or the subsidiary meets the requirements set out in Article 30 and shall inform the notifying authority accordingly
2. Notified bodies shall take full responsibility for the tasks performed by subcontractors or subsidiaries wherever these are established.
3. Activities may be subcontracted or carried out by a subsidiary only with the agreement of the client.
4. Notified bodies shall keep at the disposal of the notifying authority the relevant documents concerning the assessment of the qualifications of the subcontractor or the subsidiary and the work carried out by them under Articles 19 to 24.

## Article 33 Application for notification

1. A conformity assessment body shall submit an application for notification to the notifying authority of the Member State in which it is established.
2. The application referred to in paragraph 1 shall be accompanied by a description of the conformity assessment activities, the conformity assessment module or modules and the product or products for which that body claims to be competent, as well as by an accreditation certificate, where one exists, issued by a national accreditation body attesting that the conformity assessment body fulfils the requirements laid down in Article 30.
3. Where the conformity assessment body concerned cannot provide an accreditation certificate, it shall provide the notifying authority with all the documentary evidence necessary for the verification, recognition and regular monitoring of its compliance with the requirements laid down in Article 30.

## Article 34 Notification procedure



1. Notifying authorities may notify only conformity assessment bodies which have satisfied the requirements laid down in Article 30.
2. Notifying authorities shall notify the Commission and the other Member States using the electronic notification tool developed and managed by the Commission.
3. The notification shall include full details of the conformity assessment activities, the conformity assessment module or modules, product or products concerned and the relevant attestation of competence.
4. Where a notification is not based on an accreditation certificate as referred to in Article 33(2), the notifying authority shall provide the Commission and the other Member States with documentary evidence which attests to the conformity assessment body's competence and the arrangements in place to ensure that that body will be monitored regularly and will continue to satisfy the requirements laid down in Article 30.
5. The body concerned may perform the activities of a notified body only where no objections are raised by the Commission or the other Member States within two weeks of a notification where an accreditation certificate is used or within two months of a notification where accreditation is not used.

Only such a body shall be considered a notified body for the purposes of this Directive.

6. The Commission and the other Member States shall be notified of any subsequent relevant changes to the notification.

## Article 35 Identification numbers and lists of notified bodies

1. The Commission shall assign an identification number to each notified body.

It shall assign a single such number even where the body is notified under several Union acts.

Member States shall in addition assign an identification code to a notified body that has been authorised by a notifying authority to undertake the post-construction conformity assessments.

2. The Commission shall make publicly available the list of the bodies notified under this Directive, including the identification numbers and, if applicable, codes that have been allocated to them and the activities for which they have been notified.

The Commission shall ensure that that list is kept up to date.





## Article 36 Changes to notifications

1. Where a notifying authority has ascertained or has been informed that a notified body no longer meets the requirements laid down in Article 30, or that it is failing to fulfil its obligations, the notifying authority shall restrict, suspend or withdraw notification as appropriate, depending on the seriousness of the failure to meet those requirements or fulfil those obligations. It shall immediately inform the Commission and the other Member States accordingly.

2. In the event of restriction, suspension or withdrawal of notification, or where the notified body has ceased its activity, the notifying Member State shall take appropriate steps to ensure that the files of that body are either processed by another notified body or kept available for the responsible notifying and market surveillance authorities at their request.

## Article 37 Challenge of the competence of notified bodies

1. The Commission shall investigate all cases where it doubts, or doubt is brought to its attention regarding, the competence of a notified body or the continued fulfillment by a notified body of the requirements and responsibilities to which it is subject.

2. The notifying Member State shall provide the Commission, on request, with all information relating to the basis for the notification or the maintenance of the competence of the body concerned.

3. The Commission shall ensure that all sensitive information obtained in the course of its investigations is treated confidentially.

4. Where the Commission ascertains that a notified body does not meet or no longer meets the requirements for its notification, it shall adopt an implementing act requesting the notifying Member State to take the necessary corrective measures, including withdrawal of notification if necessary.

That implementing act shall be adopted in accordance with the advisory procedure referred to in Article 50(2).

## Article 38 Operational obligations of notified bodies

1. Notified bodies shall carry out conformity assessments in accordance with the conformity assessment procedures provided for in Articles 19 to 24.



2. Conformity assessments shall be carried out in a proportionate manner, avoiding unnecessary burdens for economic operators and private importers. Conformity assessment bodies shall perform their activities taking due account of the size of an undertaking, the sector in which it operates, its structure, the degree of complexity of the product technology in question and the mass or serial nature of the production process.

In so doing they shall nevertheless respect the degree of rigour and the level of protection required for the compliance of the product with this Directive.

3. Where a notified body finds that requirements laid down in Article 4(1) and Annex I or in corresponding harmonised standards have not been met by a manufacturer or a private importer, it shall require that manufacturer or private importer to take appropriate corrective measures and shall not issue a conformity certificate.

4. Where, in the course of the monitoring of conformity following the issue of a certificate, a notified body finds that a product is no longer in compliance, it shall require the manufacturer to take appropriate corrective measures and shall suspend or withdraw the certificate if necessary.

5. Where corrective measures are not taken or do not have the required effect, the notified body shall restrict, suspend or withdraw any certificates, as appropriate.

## Article 39 Appeal procedure

Member States shall ensure that an appeal procedure against decisions of the notified bodies is available.

## Article 40 Information obligation on notified bodies

1. Notified bodies shall inform the notifying authority of the following

(a) any refusal, restriction, suspension or withdrawal of a certificate;

(b) any circumstances affecting the scope of and conditions for notification;

(c) any request for information which they have received from market surveillance authorities regarding conformity assessment activities;

(d) on request, conformity assessment activities performed within the scope of their notification and any other activity performed, including cross-border activities and subcontracting.



2. Notified bodies shall provide the other bodies notified under this Directive carrying out similar conformity assessment activities covering the same products with relevant information on issues relating to negative and, on request, positive conformity assessment results.

## Article 41 Exchange of experience

The Commission shall provide for the organisation of exchange of experience between the Member States' national authorities responsible for notification policy.

## Article 42 Coordination of notified bodies

The Commission shall ensure that appropriate coordination and cooperation between bodies notified under this Directive are put in place and properly operated in the form of a sectoral group or groups of notified bodies.

Member States shall ensure that the bodies notified by them participate in the work of that group or groups, directly or by means of designated representatives.

# 6. UNION MARKET SURVEILLANCE, CONTROL OF PRODUCTS ENTERING THE UNION MARKET AND SAFEGUARD PROCEDURES

## Article 43 Union market surveillance and control of products entering the Union market

Article 15(3) and Articles 16 to 29 of Regulation (EC) No 765/2008 shall apply to products covered by this Directive.

## Article 44 Procedure for dealing with products presenting a risk at national level

1. Where the market surveillance authorities of one Member State have sufficient reason to believe that a product covered by this Directive presents a risk to the health or safety of persons, to property or to the environment, they shall carry out an evaluation in relation to the product concerned covering the relevant requirements laid down in this Directive. The relevant economic operators or the private importer shall cooperate as necessary with the market surveillance authorities.



In the case of an economic operator, where, in the course of that evaluation, the market surveillance authorities find that the product does not comply with the requirements laid down in this Directive, they shall without delay require the relevant economic operator to take the appropriate corrective action to bring the product into compliance with those requirements, to withdraw the product from the market, or to recall it within a reasonable period, commensurate with the nature of the risk, as they may prescribe.

In the case of a private importer, where, in the course of that evaluation, the market surveillance authorities find that the product does not comply with the requirements laid down in this Directive, the private importer shall be informed without delay of the appropriate corrective action to be taken to bring the product into compliance with those requirements, to suspend the putting into service of the product or to suspend the use of the product, commensurate with the nature of the risk.

The market surveillance authorities shall inform the relevant notified body accordingly.

Article 21 of Regulation (EC) No 765/2008 shall apply to the measures referred to in the second and third subparagraphs of this paragraph.

2. Where the market surveillance authorities consider that non-compliance is not restricted to their national territory, they shall inform the Commission and the other Member States of the results of the evaluation and of the actions which they have required the relevant economic operator to take.

3. The economic operator shall ensure that the appropriate corrective action is taken in respect of all the products concerned that it has made available on the market throughout the Union.

The private importer shall ensure that the appropriate corrective action is taken in respect of the product that he has imported in the Union for his own use.

4. Where the relevant economic operator does not take adequate corrective action within the period referred to in the second subparagraph of paragraph 1, the market surveillance authorities shall take all appropriate provisional measures to prohibit or restrict the product being made available on their national market, to withdraw the product from that market or to recall it.

Where the private importer does not take adequate corrective action, the market surveillance authorities shall take all appropriate provisional measures to prohibit the putting into service of the product, or prohibit or restrict the use of the product in their territory.

The market surveillance authorities shall inform the Commission and the other Member States, without delay, of those measures.



5. The information referred to in paragraph 4 shall include all available details, in particular the data necessary for the identification of the non-compliant product, the origin of the product, the nature of the non-compliance alleged and the risk involved, the nature and duration of the national measures taken and the arguments put forward by the relevant economic operator or the private importer. In particular, the market surveillance authorities shall indicate whether the non-compliance is due to either

(a) failure of the product to meet requirements relating to the health or safety of persons, the protection of property or the environment laid down in this Directive; or

(b) shortcomings in the harmonised standards referred to in Article 14 conferring a presumption of conformity.

6. Member States other than the Member State initiating the procedure under this Article shall without delay inform the Commission and the other Member States of any measures adopted and of any additional information at their disposal relating to the non-compliance of the product concerned, and, in the event of disagreement with the notified national measure, of their objections.

7. Where, within three months of receipt of the information referred to in paragraph 4, no objection has been raised by either a Member State or the Commission in respect of a provisional measure taken by a Member State, that measure shall be deemed justified.

8. Member States shall ensure that appropriate restrictive measures are taken in respect of the product concerned, such as withdrawal of the product from their market, without delay.

## Article 45 Union safeguard procedure

1. Where, on completion of the procedure set out in Article 44(3) and (4), objections are raised against a measure taken by a Member State, or where the Commission considers a national measure to be contrary to Union legislation, the Commission shall without delay enter into consultation with the Member States and the relevant economic operator or operators or the private importer and shall evaluate the national measure. On the basis of the results of that evaluation, the Commission shall adopt an implementing act determining whether the national measure is justified or not.

The Commission shall address its decision to all Member States and shall immediately communicate it to them and the relevant economic operator or operators or the private importer.

2. If the national measure is considered justified, all Member States shall take the measures necessary to ensure that the non-compliant product is withdrawn from their market, and shall inform the Commission accordingly. If the national measure is considered unjustified, the Member State concerned shall withdraw the measure.



3. Where the national measure is considered to be justified and the non-compliance of the product is attributed to shortcomings in the harmonised standards referred to in point (b) of Article 44(5) of this Directive, the Commission shall apply the procedure of Article 11 of Regulation (EU) No 1025/2012.

## Article 46 Formal non-compliance

1. Without prejudice to Article 44, where a Member State makes one of the following findings, it shall require the relevant economic operator or the private importer to put an end to the non-compliance concerned

- (a) the CE marking, has been affixed in violation of Article 16, Article 17 or Article 18;
- (b) the CE marking, as referred to in Article 17, has not been affixed;
- (c) the EU declaration of conformity or the declaration referred to in Annex III has not been drawn up;
- (d) the EU declaration of conformity or the declaration referred to in Annex III has not been drawn up correctly;
- (e) the technical documentation is either not available or not complete;
- (f) the information set out in Article 7(6) or Article 9(3) is absent, false or incomplete;
- (g) any other administrative requirement provided for in Article 7 or Article 9 is not fulfilled.

2. Where the non-compliance referred to in paragraph 1 persists, the Member State concerned shall take all appropriate measures to restrict or prohibit the product being made available on the market or ensure that it is recalled or withdrawn from the market, or in the case of a product imported by a private importer for his own use, that its use is prohibited or restricted.

## 7. DELEGATED ACTS AND IMPLEMENTING ACTS

### Article 47 Delegated power



The Commission shall be empowered to adopt delegated acts in accordance with Article 48 to amend the following

(a) in order to take into account the progress of technical knowledge and new scientific evidence

(i) points 2.3, 2.4 and 2.5 as well as Section 3 of Part B and Section 3 of Part C of Annex I;

(ii) Annexes VII and IX; and

(b) Annex V in order to take into account the progress of technical knowledge, the adequacy of ensuring equivalent conformity and new scientific evidence.

## Article 48 Exercise of the delegation

1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.

2. The power to adopt delegated acts referred to in Article 47 shall be conferred on the Commission for a period of five years from 17 January 2014. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.

3. The delegation of power referred to in Article 47 may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.

4. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.

5. A delegated act adopted pursuant to Article 47 shall enter into force only if no objection has been expressed either by the European Parliament or the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or the Council.

## Article 49 Implementing acts



1. In order to take into account the progress of technical knowledge and to ensure that this Directive is applied in a uniform manner, the Commission may adopt implementing acts concerning the following

- (a) detailed procedures for the implementation of Article 24, taking into account the specific conformity assessment needs of the products covered by this Directive;
- (b) the detailed application of the watercraft design categories set out in point 1 of Part A of Annex I, including on the use of weather terminology and measurement scales used therein;
- (c) detailed procedures for the watercraft identification set out in point 2.1 of Part A of Annex I, including clarification of terminology, and assignment and administration of manufacturer's codes granted to manufacturers established outside the Union;
- (d) the information on the builder's plate set out in point 2.2 of Part A of Annex I;
- (e) the application of the Regulations on navigation lights set out in point 5.7 of Part A of Annex I;
- (f) arrangements for discharge prevention, in particular as regards operation of holding tanks, set out in point 5.8 of Part A of Annex I;
- (g) the installation and testing of gas appliances and permanently installed gas systems on watercraft;
- (h) the format and content of owner's manuals;
- (i) the format and content of the reporting questionnaire to be completed by Member States as referred to in Article 51.

Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 50(3).

2. On duly justified imperative grounds of urgency when a product presents a serious risk to the health and safety of persons, property or to the environment, in respect of points (a), (b), (e), (f) and (g) of paragraph 1, the Commission shall adopt immediately applicable implementing acts in accordance with the procedure referred to in Article 50(4).

## Article 50 Committee procedure

1. The Commission shall be assisted by a committee. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.





2. Where reference is made to this paragraph, Article 4 of Regulation (EU) No 182/2011 shall apply.
3. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.
4. Where reference is made to this paragraph, Article 8 of Regulation (EU) No 182/2011, in conjunction with Article 5 thereof, shall apply.
5. The committee shall be consulted by the Commission on any matter for which consultation of sectoral experts is required by Regulation (EU) No 1025/2012 or by any other Union legislation.
6. The Committee may furthermore examine any other matter concerning the application of this Directive raised either by its chair or by a representative of a Member State in accordance with its rules of procedure.

## 8. SPECIFIC ADMINISTRATIVE PROVISIONS

### Article 51 Reporting

By 18 January 2021 and every five years thereafter, Member States shall complete a questionnaire issued by the Commission on the application of this Directive.

By 18 January 2022 and every five years thereafter, the Commission, with reference to the responses of Member States to the questionnaire referred to in the first paragraph, shall draw up and submit to the European Parliament and to the Council a report on the application of this Directive.

### Article 52 Review

By 18 January 2022 the Commission shall submit a report to the European Parliament and to the Council on the following

(a) the technical feasibility for further reducing the emissions of marine propulsion engines and introducing requirements for evaporative emissions and fuel systems that apply to propulsion engines and systems taking into account the cost efficiency of technologies and the need to agree globally harmonised values for the sector, taking into account any major market initiatives; and



(b) the impact on consumer information and on manufacturers, in particular small and medium-sized enterprises, of the watercraft design categories listed in Annex I, which are based on resistance to wind force and significant wave height, taking into account developments in international standardisation. That report shall include an evaluation of whether the watercraft design categories require additional specifications or subdivisions, and shall suggest additional sub categories, as appropriate.

The reports referred to in points (a) and (b) of the first paragraph shall, where appropriate, be accompanied by legislative proposals.

## Article 53 Penalties

Member States shall lay down rules on penalties which may include criminal sanctions for serious infringements, applicable to infringements of the national provisions adopted pursuant to this Directive and shall take all measures necessary to ensure that they are implemented.

The penalties provided for shall be effective, proportionate and dissuasive and may be increased if the relevant economic operator or the private importer has previously committed a similar infringement of this Directive.

## 9. FINAL AND TRANSITIONAL PROVISIONS

### Article 54 Transposition

1. Member States shall adopt and publish, by 18 January 2016, the laws, regulations and administrative provisions necessary to comply with this Directive. They shall forthwith communicate to the Commission the text of those measures.

They shall apply those measures from 18 January 2016. When Member States adopt those measures, they shall contain a reference to this Directive or be accompanied by such a reference on the occasion of their official publication. Member States shall determine how such reference is to be made.

**Relevant documents:**  
**DLI # 017r2**  
**DLI # 018r1**



2. Member States shall communicate to the Commission the text of the main measures of national law which they adopt in the field covered by this Directive.

## Article 55 Transitional period

**Relevant documents:**  
**DLI # 011r4**  
**DLI # 017r2**  
**DLI # 018r1**

1. Member States shall not impede the making available on the market or the putting into service of products covered by Directive 94/25/EC which are in conformity with that Directive and which were placed on the market or put into service before 18 January 2017.

2. Member States shall not impede the making available on the market or the putting into service of outboard SI propulsion engines with power equal to or less than 15 kW which comply with the stage I exhaust emission limits laid down in point 2.1 of Part B of Annex I and which were manufactured by small and medium-sized enterprises as defined in Commission Recommendation 2003/361/EC ( 1 ) and placed on the market before 18 January 2020.

## Article 56 Repeal

**Relevant documents:**  
**DLI # 011r4**

Directive 94/25/EC is repealed with effect from 18 January 2016. References to the repealed Directive shall be construed as references to this Directive.

## Article 57 Entry into force

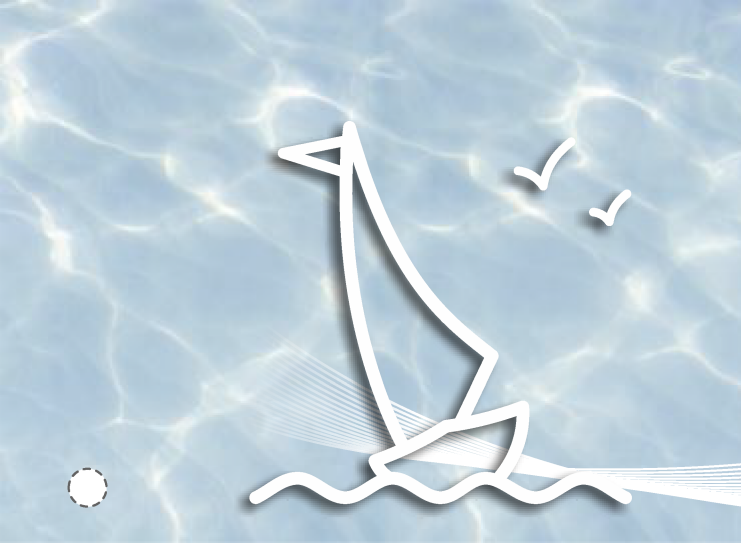


This Directive shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.

## Article 58 Addressees

This Directive is addressed to the Member States.

Done at Strasbourg, 20 November 2013.



# GUIDELINES 2017

## **PART 2:** ANNEX I ESSENTIAL REQUIREMENTS

Design and Construction,  
Exhaust Emission, Noise emission



## ANNEX I ESSENTIAL REQUIREMENTS

Relevant documents:  
ERFU # 28r1  
ERFU # 58r1

### A. Essential requirements for the design and construction of products referred to in Article 2(1)

Relevant standards:  
EN ISO 12217-1:2015

#### WATERCRAFT DESIGN CATEGORIES

Design category	Wind force (Beaufort scale)	Significant wave height (H $\frac{1}{3}$ , metres)
A	exceeding 8	exceeding 4
B	up to, and including, 8	up to, and including, 4
C	up to, and including, 6	up to, and including, 2
D	up to, and including, 4	up to, and including, 0,3

Relevant documents:  
ERFU # 28r1



## Explanatory notes

A. A recreational craft given design category A is considered to be designed for winds that may exceed wind force 8 (Beaufort scale) and significant wave height of 4 m and above but excluding abnormal conditions, such as storm, violent storm, hurricane, tornado and extreme sea conditions or rogue waves.

B. A recreational craft given design category B is considered to be designed for a wind force up to, and including, 8 and significant wave height up to, and including, 4 m.

**Relevant documents:**  
**ERFU # 68r1**

C. A watercraft given design category C is considered to be designed for a wind force up to, and including, 6 and significant wave height up to, and including, 2 m.

D. A watercraft given design category D is considered to be designed for a wind force up to, and including, 4 and significant wave height up to, and including, 0,3 m, with occasional waves of 0,5 m maximum height.

## 2. GENERAL REQUIREMENTS

### RSG COMMENT:

The essential requirements listed below apply to all watercraft as defined in Article 1. Where harmonised standards have been adopted to demonstrate compliance with the essential requirement they are referenced below. For PWC a separate harmonised standards has been adopted to cover demonstration of compliance with all the relevant essential requirements.

### 2.1. Watercraft identification

**Relevant documents:**  
**RFU # 39r3**



**Relevant standards:**  
**EN ISO 6185-3:2014**

Each watercraft shall be marked with an identification number including the following information

- (1) country code of the manufacturer,
- (2) unique code of the manufacturer assigned by the national authority of the Member State,
- (3) unique serial number,
- (4) month and year of production,
- (5) model year.

Detailed requirements for the identification number referred to in the first paragraph are set out in the relevant harmonised standard.

## 2.2. Watercraft builder's plate

### **RSG COMMENT:**

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 23 of Directive 2013/53/EU.

**Relevant documents:**  
**RFU # 148r1**

**Relevant standards:**  
**EN ISO 6185-3:2014**

Each watercraft shall carry a permanently affixed plate mounted separately from the watercraft identification number, containing at least the following information

- (a) manufacturer's name, registered trade name or registered trade mark, as well as contact address;





(b) CE marking, as provided for in Article 18;

(c) watercraft design category in accordance with Section 1;

(d) manufacturer's maximum recommended load derived from point 3.6 excluding the weight of the contents of the fixed tanks when full;

(e) number of persons recommended by the manufacturer for which the watercraft was designed.

In the case of post-construction assessment, the contact details and the requirements referred to in point (a) shall include those of the notified body which has carried out the conformity assessment.

### 2.3. Protection from falling overboard and means of reboarding

**Relevant standards:**

**EN ISO 6185-1:2001**

**EN ISO 6185-2:2001**

**EN ISO 6185-3:2014**

Watercraft shall be designed to minimise the risks of falling overboard and to facilitate reboarding. Means of reboarding shall be accessible to or deployable by a person in the water unaided.

### 2.4. Visibility from the main steering position

**Relevant standards:**

**EN ISO 6185-1:2001**

**EN ISO 6185-2:2001**

**EN ISO 6185-3:2014**

For recreational craft, the main steering position shall give the operator, under normal conditions of use (speed and load), good all-round visibility.

### 2.5. Owner's manual

**RSG COMMENT:**

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, is acceptable if it includes specific model information.

The Owner's Manual may be in a language specified by the boat owner.

**Relevant documents:**  
**ERFU # 103r1**

**Relevant standards:**  
**EN ISO 10133:2012**  
**EN ISO 11105:1997**  
**EN ISO**  
**11547:1995/A1:2000**  
**EN ISO 11592-1:2016**  
**EN ISO 12217-1:2015**  
**EN ISO 12217-2:2015**  
**EN ISO 12217-3:2015**  
**EN ISO 13297:2014**  
**EN ISO 14895:2016**  
**EN ISO**  
**14946:2001/AC:2005**  
**EN ISO 16180:2013**  
**EN ISO 16315:2016**  
**EN ISO 6185-1:2001**  
**EN ISO 6185-2:2001**  
**EN ISO 6185-3:2014**  
**EN ISO 9093-1:1997**  
**EN ISO 9093-2:2002**



Each product shall be provided with an owner's manual in accordance with Article 7(7) and Article 9(4). That manual shall provide all the information necessary for safe use of the product drawing particular attention to set up, maintenance, regular operation, prevention of risks and risk management.

### 3. INTEGRITY AND STRUCTURAL REQUIREMENTS

#### 3.1. Structure

**RSG COMMENT:**

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 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.
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.
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.
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.

Appropriate documentation supporting the methods used shall be developed.

If applicable the following shall be included when drafting the appropriate documentation:

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 - Small Craft - Windows, port lights, hatches, deadlights and doors - Strength and tightness requirements (see Annex I.A.3.4).

**Relevant****documents:**

**ERFU #**  
**85r1**



**Relevant standards:**  
EN ISO 12215-3:2002  
EN ISO 12215-4:2002  
EN ISO 12215-5:2008/A1:2014  
EN ISO 12215-6:2008  
EN ISO 12215-8:2009/AC:2010  
EN ISO 12215-9:2012  
EN ISO 12216:2002  
EN ISO 6185-1:2001  
EN ISO 6185-2:2001  
EN ISO 6185-3:2014  
EN ISO 9093-1:1997  
EN ISO 9093-2:2002

The choice and combination of materials and its construction shall ensure that the watercraft is strong enough in all respects. Special attention shall be paid to the design category in accordance with Section 1, and the manufacturer's maximum recommended load in accordance with point 3.6.

**Relevant standards:**  
EN ISO 12215-4:2002

3.2. Stability and freeboard

**RSG COMMENT:**

Stability/righting curves shall always be used to assess stability of category A craft, as described in the harmonised stability standard.

For category B craft, where there is insufficient documentation to assess stability and buoyancy with the harmonised stability standard (owing, particularly, to the lack of stability curves), as much information as possible shall be compiled concerning stability and buoyancy (e.g.: past acceptance by Certification Bodies or Local Authorities) or historical data (e.g.: records of voyages undertaken in areas where the sea and weather conditions are not less than those corresponding to the design category). The Notified Body shall decide whether this information is sufficient to define the design category, the maximum number of persons and the maximum load capacity.

For category C & D craft, the Notified Body shall review available documentation and decide which tests, if any, are required to assess stability and buoyancy in order to define the design category, the maximum number of persons and the maximum load capacity.

**Relevant documents:**  
[ERFU # 138r1](#)  
[ERFU # 32r1](#)  
[ERFU # 40r1](#)

**Relevant standards:**  
[EN ISO 12217-1:2015](#)  
[EN ISO 12217-2:2015](#)  
[EN ISO 12217-3:2015](#)  
[EN ISO 6185-1:2001](#)  
[EN ISO 6185-2:2001](#)  
[EN ISO 6185-3:2014](#)

The watercraft shall have sufficient stability and freeboard considering its design category in accordance with Section 1 and the manufacturer's maximum recommended load in accordance with point 3.6.

### 3.3. Buoyancy and flotation

**Relevant documents:**  
[ERFU # 32r1](#)



**Relevant standards:**  
EN ISO 12217-1:2015  
EN ISO 12217-2:2015  
EN ISO 12217-3:2015  
EN ISO 6185-1:2001  
EN ISO 6185-2:2001  
EN ISO 6185-3:2014  
EN ISO 8666:2002  
EN ISO 9093-1:1997

The watercraft shall be constructed as to ensure that it has buoyancy characteristics appropriate to its design category in accordance with Section 1 and the manufacturer's maximum recommended load in accordance with point 3.6. All habitable multihull recreational craft susceptible of inversion shall have sufficient buoyancy to remain afloat in the inverted position.

Watercraft of less than 6 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.

#### 3.4. Openings in hull, deck and superstructure

**Relevant documents:**  
ERFU # 56r1  
ERFU # 96r1

**Relevant standards:**  
EN ISO 12216:2002  
EN ISO 6185-3:2014  
EN ISO 9093-1:1997  
EN ISO 9093-2:2002

Openings in hull, deck(s) and superstructure shall not impair the structural integrity of the watercraft or its weather tight integrity when closed.



Windows, port lights, 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 in accordance with point 3.6, shall be fitted with a means of shutoff which shall be readily accessible.

### 3.5. Flooding

**Relevant standards:**

**EN ISO 11105:1997**

**EN ISO 11812:2001**

**EN ISO 12217-1:2015**

**EN ISO 12217-2:2015**

**EN ISO 12217-3:2015**

**EN ISO 6185-1:2001**

**EN ISO 6185-2:2001**

**EN ISO 6185-3:2014**

**EN ISO 8849:2003**

**EN ISO 9093-1:1997**

**EN ISO 9093-2:2002**

All watercraft shall be designed so as to minimise the risk of sinking.

**Relevant****documents:**

**ERFU # 22r1**

Where appropriate, particular attention shall be paid to

(a) cockpits and wells, which should be self-draining or have other means of keeping water out of the watercraft interior;

(b) ventilation fittings;





(c) removal of water by pumps or other means.

3.6. Manufacturer's maximum recommended load

**Relevant documents:**  
ERFU # 76r1  
RFU # 143r1

**Relevant standards:**  
EN ISO 12217-1:2015  
EN ISO 12217-2:2015  
EN ISO 12217-3:2015  
EN ISO 14946:2001/AC:2005  
EN ISO 6185-1:2001  
EN ISO 6185-2:2001  
EN ISO 6185-3:2014

The manufacturer's maximum recommended load (fuel, water, provisions, miscellaneous equipment and people (in kilograms)) for which the watercraft was designed, shall be determined in accordance with the design category (Section 1), stability and freeboard (point 3.2) and buoyancy and flotation (point 3.3).

3.7. Life raft stowage

**RSG COMMENT:**

RSG interprets the words stowage point(s) to mean any space or surface in or on the craft.

**Relevant documents:**  
ERFU # 118r1

**Relevant standards:**  
EN ISO 6185-3:2014



All recreational craft of design categories A and B, and recreational craft of design categories C and D longer than 6 metres shall be provided with one or more stowage points for a life raft (life rafts) large enough to hold the number of persons the recreational craft was designed to carry as recommended by the manufacturer. Life raft stowage point(s) shall be readily accessible at all times.

### 3.8. Escape

**Relevant documents:**  
ERFU # 70r1  
ERFU # 87r1

**Relevant standards:**  
EN ISO 12216:2002  
EN ISO 12217-1:2015  
EN ISO 12217-2:2015  
EN ISO 6185-3:2014  
EN ISO 8666:2002

All habitable multihull recreational craft susceptible of inversion shall be provided with viable means of escape in the event of inversion. Where there is a means of escape provided for use in the inverted position, it shall not compromise the structure (point 3.1), the stability (point 3.2) or buoyancy (point 3.3) whether the recreational craft is upright or inverted.

Every habitable recreational craft shall be provided with viable means of escape in the event of fire.

### 3.9. Anchoring, mooring and towing

**Relevant standards:**  
EN ISO 15084:2003  
EN ISO 6185-1:2001  
EN ISO 6185-2:2001

All watercraft, 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. ☐



## 4. HANDLING CHARACTERISTICS

**Relevant documents:**  
ERFU # 114r1  
RFU # 145r1  
RFU # 146r1

**Relevant standards:**  
EN ISO 11592-1:2016  
EN ISO 21487:2012/A2:2015  
EN ISO 6185-1:2001  
EN ISO 6185-2:2001  
EN ISO 6185-3:2014

The manufacturer shall ensure that the handling characteristics of the watercraft are satisfactory with the most powerful propulsion engine for which the watercraft is designed and constructed. For all propulsion engines, the maximum rated engine power shall be declared in the owner's manual.

## 5. INSTALLATION REQUIREMENTS

### 5.1. Engines and engine compartments

**Relevant standards:**  
EN ISO 6185-3:2014

#### 5.1.1. Inboard engine

**RSG COMMENT:**

- 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 - 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 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. The standard ISO 13592 - Small craft - Backfire flame control for petrol engines may also be relevant for engine Manufacturers.

- 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).

**Relevant documents:**  
**ERFU # 50r1**  
**RFU # 122r2**

**Relevant standards:**  
**EN ISO 10088:2013**  
**EN ISO 10133:2012**  
**EN ISO 11105:1997**  
**EN ISO 15584:2001**  
**EN ISO 16147:2002/A1:2013**  
**EN ISO 7840:2013**

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 the engine compartment shall not sustain combustion.

#### 5.1.2. Ventilation

##### **RSG COMMENT:**

For diesel engines no standard is envisioned for ventilation. Adequate natural ventilation must be provided.

**Relevant documents:**  
ERFU # 50r1  
ERFU # 55r1

**Relevant standards:**  
EN ISO 11105:1997  
EN ISO 9097:1994

The engine compartment shall be ventilated. The ingress of water into the engine compartment through openings must be minimised.

#### 5.1.3. Exposed parts

**Relevant documents:**  
ERFU # 120r1

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.

#### 5.1.4. Outboard propulsion engine starting

**Relevant standards:**  
EN ISO 11547:1995/A1:2000

Every outboard propulsion engine fitted on any watercraft shall have a device to prevent the engine being started 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.

#### 5.1.5. Personal watercraft running without driver

#### Relevant standards:

EN ISO

13590:2003/AC:2004

Personal watercraft shall be designed either with an automatic propulsion engine cut-off or with an automatic device to provide reduced speed, circular, forward movement when the driver dismounts deliberately or falls overboard.

5.1.6. Tiller-controlled outboard propulsion engines shall be equipped with an emergency stopping device which can be linked to the helmsman.

#### 5.2. Fuel system

#### Relevant documents:

ERFU # 23r1

ERFU # 55r1

ERFU # 80r1

RFU # 102r3

RFU # 142r1

RFU # 144r1

#### Relevant standards:

EN ISO 14895:2016

EN ISO

16147:2002/A1:2013

EN ISO 6185-3:2014

#### 5.2.1. General



**Relevant documents:**  
ERFU # 22r1  
ERFU # 25r1  
ERFU # 30r1

**Relevant standards:**  
EN ISO 10088:2013  
EN ISO 15584:2001  
EN ISO 7840:2013  
EN ISO 8469:2013

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.

**RSG COMMENT:**

These requirements apply to on-board fuel installations and fuel components mounted on inboard engines, both main engines and auxiliary engines.  
 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.

**Relevant documents:**  
ERFU # 135r1  
ERFU # 22r1

5.2.2. Fuel tanks

**Relevant documents:**  
ERFU # 23r1  
RFU # 148r1



**Relevant standards:**  
EN ISO 10088:2013  
EN ISO 11105:1997  
EN ISO  
21487:2012/A2:2015  
EN ISO 9097:1994

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 in accordance with their capacity and the type of fuel.

Petrol fuel tank spaces shall be ventilated.

Petrol fuel tanks shall not form part of the hull and shall be

(a) protected against fire from any engine and from all other sources of ignition;

**Relevant standards:**  
EN ISO 10133:2012

(b) separated from living quarters.

Diesel fuel tanks may be integral with the hull.

5.3. Electrical system

**Relevant documents:**  
ERFU # 55r1



**Relevant standards:****EN ISO 10133:2012****EN ISO 13297:2014****EN ISO 15584:2001****EN ISO****16147:2002/A1:2013****EN ISO 16315:2016****EN ISO 6185-3:2014****EN ISO 8849:2003**

Electrical systems shall be designed and installed so as to ensure proper operation of the watercraft under normal conditions of use and shall be such as to minimise risk of fire and electric shock.

All electrical circuits, except engine starting circuits supplied from batteries, shall remain safe when exposed to overload.

Electric propulsion circuits shall not interact with other circuits in such a way that either would fail to operate as intended.

Ventilation shall be provided to prevent the accumulation of explosive gases which might be emitted from batteries. Batteries shall be firmly secured and protected from ingress of water.

**RSG COMMENT:**

The requirement for electrical system applies also to all electrical parts on the engine

**5.4. Steering system****Relevant standards:****EN ISO****25197:2012/A1:2014****EN ISO 6185-1:2001****EN ISO 6185-2:2001****EN ISO 6185-3:2014****5.4.1. General**



**Relevant documents:**  
**ERFU # 77r1**

**Relevant standards:**  
**EN 28848:1993/A1:2000**  
**EN 29775:1993/A1:2000**  
**EN ISO 10592:1995/A1:2000**  
**EN ISO 15652:2005**  
**EN ISO 8847:2004**

Steering and propulsion control systems shall be designed, constructed and installed in order to allow the transmission of steering loads under foreseeable operating conditions.

#### 5.4.2. Emergency arrangements

**Relevant documents:**  
**ERFU # 89r1**  
**RFU # 71r2**

Every sailing recreational craft and single-propulsion engine non-sailing recreational craft with remote-controlled rudder steering systems shall be provided with emergency means of steering the recreational craft at reduced speed.

#### 5.5. Gas system

**Relevant documents:**  
**ERFU # 139r1**  
**ERFU # 93r1**



**Relevant standards:**  
**EN ISO 10239:2014**

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 gas appliance intended by the manufacturer for the application for which it is used shall be so installed in accordance with the manufacturer's instructions. 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 watercraft 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.

In particular, any permanently installed gas system shall be tested after installation.

## 5.6. Fire protection

**Relevant standards:**  
**EN ISO 6185-3:2014**

### 5.6.1. General

**Relevant standards:**  
**EN ISO 10088:2013**  
**EN ISO 10133:2012**  
**EN ISO 10239:2014**  
**EN ISO 13297:2014**  
**EN ISO 14895:2016**  
**EN ISO 7840:2013**  
**EN ISO 8469:2013**



The type of equipment installed and the layout of the watercraft 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 routing of electrical wiring in particular away from heat sources and hot areas.

#### 5.6.2. Fire-fighting equipment

Recreational 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 compartments shall be protected by a fire extinguishing system that avoids the need to open the compartment 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 recreational craft.

#### **RSG COMMENT:**

Craft comply with the RCD in terms of position and capacity of fire extinguisher(s) when indicated (labeled), but can not be put into service and operation until they are in place.

#### 5.7. Navigation lights, shapes and sound signals

**Relevant documents:**  
**ERFU # 27r1**  
**RFU # 140r1**

**Relevant standards:**  
**EN ISO 16180:2013**  
**EN ISO 6185-3:2014**

Where navigation lights, shapes and sound signals are fitted, they shall comply with the 1972 COLREG (The International Regulations for Preventing Collisions at Sea) or CEVNI (European Code for Interior Navigations for inland waterways) Regulations as appropriate.

#### 5.8. Discharge prevention and installations facilitating the delivery ashore of waste



**Relevant documents:**  
**ERFU # 94r1**

**Relevant standards:**  
**EN ISO 10088:2013**  
**EN ISO 6185-3:2014**

Watercraft shall be constructed so as to prevent the accidental discharge of pollutants (oil, fuel, etc.) overboard. []

Any toilet fitted in a recreational craft shall be connected solely to a holding tank system or water treatment system.

Recreational craft with installed holding tanks shall be fitted with a standard discharge connection to enable pipes of reception facilities to be connected with the recreational 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.

## B. Essential requirements for exhaust emissions from propulsion engines

**Relevant documents:**  
**ERFU # 68r1**

Propulsion engines shall comply with the essential requirements for exhaust emissions set out in this Part.

### RSG COMMENT:

“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.

## 1. PROPULSION ENGINE IDENTIFICATION



1.1. Each engine shall be clearly marked with the following information

- (a) engine manufacturer's name, registered trade name or registered trade mark and contact address; and, if applicable, the name and contact address of the person adapting the engine;
- (b) engine type, engine family, if applicable;
- (c) a unique engine serial number;
- (d) CE marking, as provided for in Article 18.

1.2. The marks referred to in point 1.1 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. The marks must be secured to an engine part necessary for normal engine operation and not normally requiring replacement during the engine life.

1.4. The marks must be located so as to be readily visible after the engine has been assembled with all the components necessary for engine operation.[]

## 2. EXHAUST EMISSION REQUIREMENTS[]

### RSG COMMENT:

Reference is made to 130 kW as this is the engine power limit that IMO applies.

**Relevant standards:**  
**EN ISO 18854:2015**

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 point 2.1, Table 1 and point 2.2, Tables 2 and 3



## 2.1. Values applying for the purposes of Article 55(2) and Table 2 of point 2.2

(g/kWh)

Type	Carbon monoxide $CO = A + B/P_N^n$			Hydrocarbons $HC = A + B/P_N^n$			Nitrogen oxides $NO_x$	Particulates PT
	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,  $P_N$  is the rated engine power in kW.

## 2.2. Values applying from 18 January 2016



### Exhaust emission limits for compression ignition (CI) engines (\*)

Swept Volume SV (L/cyl)	Rated Engine Power $P_N$ (kW)	Particulates PT (g/kWh)	Hydrocarbons + Nitrogen Oxides HC + NO <sub>x</sub> (g/kWh)
SV < 0,9	$P_N < 37$	The values referred to in table 1	
	$37 \leq P_N < 75$ (*)	0,30	4,7
	$75 \leq P_N < 3\,700$	0,15	5,8
$0,9 \leq SV < 1,2$	$P_N < 3\,700$	0,14	5,8
$1,2 \leq SV < 2,5$		0,12	5,8
$2,5 \leq SV < 3,5$		0,12	5,8
$3,5 \leq SV < 7,0$		0,11	5,8

(\*) Alternatively, compression-ignition engines with rated engine power at or above 37 kW and below 75 kW and with a swept volume below 0,9 L/cyl shall not exceed a PT emission limit of 0,20 g/kWh and a combined HC + NO<sub>x</sub> emission limit of 5,8 g/kWh.

(\*\*) Any compression-ignition engine shall not exceed a Carbon monoxide (CO) emission limit of 5,0 g/kWh.





### Exhaust emission limits for spark ignition (SI) engines

Type of engine	Rated Engine Power $P_N$ (kW)	Carbon monoxide CO (g/kWh)	Hydrocarbons + Nitrogen Oxides HC + NO <sub>x</sub> (g/kWh)
Stern-drive and inboard engines	$P_N \leq 373$	75	5
	$373 < P_N \leq 485$	350	16
	$P_N > 485$	350	22
Outboard engines and PWC engines	$P_N \leq 4,3$	$500 - (5,0 \times P_N)$	30
	$4,3 < P_N \leq 40$	$500 - (5,0 \times P_N)$	$15,7 + \left( \frac{50}{P_N^{0,9}} \right)$
	$P_N > 40$	300	$15,7 + \left( \frac{50}{P_N^{0,9}} \right)$

### 2.3. Test cycles

Test cycles and weighting factors to be applied

The following requirements of ISO standard 8178-42007 shall be used, taking into account the values set out in the table below.

For variable speed CI engines test cycle E1 or E5 shall be applied or alternatively, above 130 kW, test cycle E3 may be applied. For variable speed SI engines test cycle E4 shall be applied.



Cycle E1, Mode number	1	2	3	4	5
Speed	Rated speed		Intermediate speed		Low-idle speed
Torque, %	100	75	75	50	0
Weighting factor	0,08	0,11	0,19	0,32	0,3
Speed	Rated speed		Intermediate speed		Low-idle speed
Cycle E3, Mode number	1	2	3	4	
Speed, %	100	91	80	63	
Power, %	100	75	50	25	
Weighting factor	0,2	0,5	0,15	0,15	
Cycle E4, Mode number	1	2	3	4	5
Speed, %	100	80	60	40	Idle
Torque, %	100	71,6	46,5	25,3	0
Weighting factor	0,06	0,14	0,15	0,25	0,40
Cycle E5, Mode number	1	2	3	4	5
Speed, %	100	91	80	63	Idle
Power, %	100	75	50	25	0
Weighting factor	0,08	0,13	0,17	0,32	0,3



Notified bodies may accept tests carried out on the basis of other tests cycles as specified in a harmonised standard and as applicable for the engine duty cycle.

#### 2.4. Application of the propulsion engine family and choice of parent propulsion engine

The engine manufacturer shall be responsible for defining those engines from his range which are to be included in an engine family.

A parent engine shall be selected from an engine family in such a way that its emissions characteristics are representative for all engines in that engine family. The engine incorporating those features that are expected to result in the highest specific emissions (expressed in g/kWh), when measured on the applicable test cycle, should normally be selected as the parent engine of the family.

#### 2.5. Test fuels



The test fuel used for exhaust emission testing shall meet the following characteristics:

#### Petrol Fuels

Property	RF-02-99 Unleaded		RF-02-03 Unleaded	
	min	max	min	max
Research Octane Number (RON)	95	—	95	—
Motor Octane Number (MON)	85	—	85	—
Density at 15 °C (kg/m <sup>3</sup> )	748	762	740	754
Initial boiling point (°C)	24	40	24	40
Mass fraction of sulphur (mg/kg)	—	100	—	10

#### Petrol Fuels

Property	RF-02-99 Unleaded		RF-02-03 Unleaded	
	min	max	min	max
Lead content (mg/l)	—	5	—	5
Reid vapour pressure (kPa)	56	60	—	—
Vapour pressure (DVPE) (kPa)	—	—	56	60

#### Diesel Fuels

Property	RF-06-99		RF-06-03	
	min	max	min	max
Cetane number	52	54	52	54
Density at 15 °C (kg/m <sup>3</sup> )	833	837	833	837
Final boiling point (°C)	—	370	—	370
Flash point (°C)	55	—	55	—
Mass fraction of sulphur (mg/kg)	To be reported	300 (50)	—	10
Mass fraction of ash (%)	To be reported	0,01	—	0,01



Notified bodies may accept tests carried out on the basis of other tests fuel as specified in a harmonised standard.

### 3. DURABILITY

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 limits set out in points 2.1 and 2.2 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 as follows

- (a) For CI engines 480 hours of operation or 10 years, whichever occurs first;
- (b) For SI inboard or stern drive engines with or without integral exhaust
  - (i) for the engine category  $P_N \leq 373$  kW 480 hours of operation or 10 years, whichever occurs first,
  - (ii) for engines in the category  $373 < P_N \leq 485$  kW 150 hours of operation or three years, whichever occurs first,
  - (iii) for the engine category  $P_N > 485$  kW 50 hours of operation or one year, whichever occurs first;
- (c) personal watercraft engines 350 hours of operation or five years, whichever occurs first;
- (d) outboard engines 350 hours of operation or 10 years, whichever occurs first

### 4. OWNER'S MANUAL



**Relevant documents:**  
**ERFU # 103r1**

Each engine shall be provided with an owner's manual in a language or languages which can be easily understood by consumers and other end-users, as determined by the Member State in which the engine is to be marketed.

**RSG COMMENT:**

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).

A generic Owner's Manual, is acceptable if it includes specific model information.

The Owner's Manual may be in a language specified by the boat owner.

The owner's manual shall

(a) provide instructions for the installation, use and maintenance needed to assure the proper functioning of the engine to meet the requirements of Section 3 (Durability);

(b) specify the power of the engine when measured in accordance with the harmonised standard.

**Relevant standards:**  
**EN ISO 8665:2006**

## C. Essential requirements for noise emissions

Recreational craft with inboard or stern drive engines without integral exhaust, personal watercraft and outboard engines and stern drive engines with integral exhaust shall comply with the essential requirements for noise emissions set out in this Part.

### 1. NOISE EMISSION LEVELS



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 shall not exceed the limit values in the following table

**RSG COMMENT:**

Displacement shall be measured in [t] at the performance test mass condition in accordance with EN ISO 8666. The total engine power (P) shall be measured in [kW] in accordance with EN ISO 8665.

**Relevant standards:**  
**EN ISO 14509-1:2008**  
**EN ISO 14509-3:2009**

Rated Engine Power (single engine) In kW	Maximum Sound 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 of a single engine at rated speed and  $L_{pASmax}$  = maximum sound pressure level in dB.

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

1.2. As an alternative to sound measurement tests, recreational craft with inboard engine configuration or stern drive engine configuration, without integral exhaust, shall be deemed to comply with the noise requirements set out in point 1.1 if they have a Froude number of  $\leq 1,1$  and a Power to Displacement ratio of  $\leq 40$  and where the engine and exhaust system are installed in accordance with the engine manufacturer's specifications.



1.3. 'Froude number'  $F_n$  shall be calculated by dividing the maximum recreational craft speed  $V$  (m/s) by the square root of the waterline length  $lwl$  (m) multiplied by a given gravitational acceleration constant,  $g$ , of  $9,8 \text{ m/s}^2$ .

$$F_n = \frac{V}{\sqrt{(g \cdot lwl)}}$$

'Power to Displacement ratio' shall be calculated by dividing the rated engine power  $P_N$  (in kW) by the recreational craft's displacement  $D$  (in tonnes)

$$\text{Power to Displacement ratio} = \frac{P_N}{D}$$

## 2. OWNER'S MANUAL

**Relevant documents:**  
**ERFU # 103r1**

For recreational craft with inboard engine or stern drive engines without integral exhaust and personal watercraft, the owner's manual required under point 2.5 of Part A, shall include information necessary to maintain the recreational 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 and stern drive engines with integral exhaust, the owner's manual required under Section 4 of Part B shall provide the instructions necessary to maintain the engine in a condition, that insofar as is practicable, will ensure compliance with the specified noise limit values when in normal use.

## 3. DURABILITY





The provisions on the durability in Section 3 of Part B shall apply mutatis mutandis to the compliance with the requirements on noise emissions set out in Section 1 of this part.





## ANNEX II COMPONENTS OF WATERCRAFT

### RSG COMMENT:

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 are made specifically by or for the watercraft manufacturer, the conformity assessment has to be applied for by the watercraft manufacturer.

CE marking for RCD is only permitted for components listed in Annex II.

### Relevant documents:

ERFU # 101r1  
ERFU # 116r1  
ERFU # 117r1  
ERFU # 26r1  
ERFU # 50r1  
ERFU # 58r1  
ERFU # 77r1  
RFU # 144r1

### Relevant standards:

EN  
28848:1993/A1:2000  
EN  
29775:1993/A1:2000

(1) Ignition-protected equipment for inboard and stern drive petrol engines and petrol tank spaces;

Relevant documents:  
RFU # 148r1

### Relevant standards:

EN ISO 15584:2001  
EN ISO 8849:2003  
EN ISO 9097:1994



(2) Start-in-gear protection devices for outboard engines;

**Relevant standards:**  
EN ISO 11547:1995/A1:2000

(3) Steering wheels, steering mechanisms and cable assemblies;

**Relevant documents:**  
RFU # 115r4

**Relevant standards:**  
EN 28848:1993/A1:2000  
EN 29775:1993/A1:2000  
EN ISO 10592:1995/A1:2000  
EN ISO 15652:2005  
EN ISO 8847:2004

(4) Fuel tanks intended for fixed installations and fuel hoses;

**RSG COMMENT:**

Portable fuel systems are outside the scope of the Directive, i.e. will not receive any CE marking according to this Annex II.

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.

**Relevant documents:**  
RFU # 148r1

**Relevant standards:**

EN ISO  
21487:2012/A1:2015

EN ISO 7840:2013

EN ISO 8469:2013

**5) Prefabricated hatches, and port lights.☐☐****RSG COMMENT:**

The term „portlights” refers to windows in the hull.

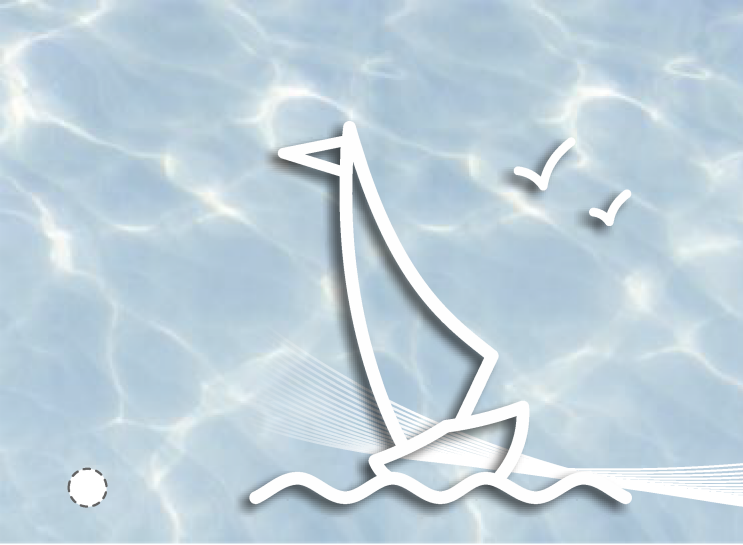
**Relevant documents:**

ERFU # 26r1

ERFU # 96r1

**Relevant standards:**

EN ISO 12216:2002



# GUIDELINES 2017

## **PART 3:** CONFORMITY ASSESSMENT PROCEDURES



## ANNEX II CONFORMITY ASSESSMENT PROCEDURES- Decision n. 768/2008

### RSG COMMENT:

Relevant documents:  
ERFU # 123r1  
ERFU # 15r1  
ERFU # 17r1  
ERFU # 7r1

### Module A Internal production control

1. Internal production control is the conformity assessment procedure whereby the manufacturer fulfils the obligations laid down in points 2, 3 and 4, and ensures and declares on his sole responsibility that the products concerned satisfy the requirements of the legislative instrument that apply to them.

#### 2. Technical documentation

The manufacturer shall establish the technical documentation. The documentation shall make it possible to assess the product's conformity to the relevant requirements, and shall include an adequate analysis and assessment of the risk(s).

The technical documentation shall specify the applicable requirements and cover, as far as relevant for the assessment, the design, manufacture and operation of the product. The technical documentation shall, wherever applicable, contain at least the following elements

– a general description of the product,– conceptual design and manufacturing drawings and schemes of components, sub-assemblies, circuits, etc.– descriptions and explanations necessary for the understanding of those drawings and schemes and the operation of the product,– a list of the harmonised standards and/or other relevant technical specifications the references of which have been published in the Official Journal of the European Union, applied in full or in part, and descriptions of the solutions adopted to meet the essential requirements of the legislative instrument where those harmonised standards have not been applied. In the event of partly applied harmonised standards, the technical documentation shall specify the parts which have been applied,– results of design calculations made, examinations carried out, etc., and– test reports.

#### 3. Manufacturing



The manufacturer shall take all measures necessary so that the manufacturing process and its monitoring ensure compliance of the manufactured products with the technical documentation referred to in point 2 and with the requirements of the legislative instruments that apply to them. 4. Conformity marking and declaration of conformity

4.1. The manufacturer shall affix the required conformity marking set out in the legislative instrument to each individual product that satisfies the applicable requirements of the legislative instrument.

4.2. The manufacturer shall draw up a written declaration of conformity for a product model and keep it together with the technical documentation at the disposal of the national authorities for 10 years after the product has been placed on the market. The declaration of conformity shall identify the product for which it has been drawn up.

A copy of the declaration of conformity shall be made available to the relevant authorities upon request.

#### 5. Authorised representative

The manufacturer's obligations set out in point 4 may be fulfilled by his authorised representative, on his behalf and under his responsibility, provided that they are specified in the mandate.

### Module A1 Internal production control plus supervised product testing

1. Internal production control plus supervised product testing is the conformity assessment procedure whereby the manufacturer fulfils the obligations laid down in points 2, 3, 4, and 5, and ensures and declares on his sole responsibility that the products concerned satisfy the requirements of the legislative instrument that apply to them.

#### 2. Technical documentation

The manufacturer shall establish the technical documentation. The documentation shall make it possible to assess the product's conformity with the relevant requirements, and shall include an adequate analysis and assessment of the risk(s).



The technical documentation shall specify the applicable requirements and cover, as far as relevant for the assessment, the design, manufacture and operation of the product. The technical documentation shall contain, wherever applicable, at least the following elements— a general description of the product,— conceptual design and manufacturing drawings and schemes of components, sub-assemblies, circuits, etc.— descriptions and explanations necessary for the understanding of those drawings and schemes and the operation of the product,— a list of the harmonised standards and/or other relevant technical specifications the references of which have been published in the Official Journal of the European Union, applied in full or in part, and descriptions of the solutions adopted to meet the essential requirements of the legislative instrument where those harmonised standards have not been applied. In the event of partly applied harmonised standards, the technical documentation shall specify the parts which have been applied,— results of design calculations made, examinations carried out, etc., and— test reports.

### 3. Manufacturing

The manufacturer shall take all measures necessary so that the manufacturing process and its monitoring ensure compliance of the manufactured products with the technical documentation referred to in point 2 and with the requirements of the legislative instruments that apply to them.

### 4. Product checks

~~For each individual product manufactured, one or more tests on one or more specific aspects of the product shall be carried out by the manufacturer or on his behalf,~~

the product checks shall be carried out on one or several watercraft representing the production of the manufacturer and the supplementary requirements set out in Annex VI to this Directive shall apply

in order to verify conformity with the corresponding requirements of the legislative instrument. At the choice of the manufacturer, the tests are carried out

~~either by an accredited inhouse body or~~

under the responsibility of a notified body chosen by the manufacturer.



**RSG COMMENT:**

The replacement of “For each individual product manufactured, one or more tests on one or more specific aspects of the product shall be carried out by the manufacturer or on his behalf,” by “The product checks shall be carried out on one or several watercraft representing the production of the manufacturer and the supplementary requirements set out in Annex VI to this Directive shall apply” is due to article 24.2 of RCD.

Reference is made to Annex VI covering design and construction as well as noise emissions.”

The deletion of “either by an accredited inhouse body or” is due to article 24.3 of RCD.

Where the tests are carried out by a notified body, the manufacturer shall, under the responsibility of the notified body, affix the notified body's identification number during the manufacturing process.

**5. Conformity marking and declaration of conformity**

5.1. The manufacturer shall affix the required conformity marking set out in the legislative instrument to each individual product that satisfies the applicable requirements of the legislative instrument.

5.2. The manufacturer shall draw up a written declaration of conformity for a product model and keep it together with the technical documentation at the disposal of the national authorities for 10 years after the product has been placed on the market. The declaration of conformity shall identify the product for which it has been drawn up.

A copy of the declaration of conformity shall be made available to the relevant authorities upon request.

**6. Authorised representative**

The manufacturer's obligations set out in point 5 may be fulfilled by his authorised representative, on his behalf and under his responsibility, provided that they are specified in the mandate.

**Module B EC-type examination**

1. EC-type examination is the part of a conformity assessment procedure in which a notified body examines the technical design of a product and verifies and attests that the technical design of the product meets the requirements of the legislative instrument that apply to it.



EC-type examination may be carried out in either of the following manners:

~~- examination of a specimen, representative of the production envisaged, of the complete product (production type),~~

EC- assessment of the adequacy of the technical design of the product through examination of the technical documentation and supporting evidence referred to in point 3, plus examination of specimens, representative of the production envisaged, of one or more critical parts of the product (combination of production type and design type),

~~- assessment of the adequacy of the technical design of the product through examination of the technical documentation and supporting evidence referred to in point 3, without examination of a specimen (design type).~~

**RSG COMMENT:**

- The deletion of the first and the third indent is due to article 24.1 of RCD.

- The text below (see article 24.1 of RCD) has to be taken into account additionally:

“A production type referred to in Module B may cover several versions of the product provided that:

(a) the differences between the versions do not affect the level of safety and the other requirements concerning the performance of the product; and

(b) versions of the product are referred to in the corresponding EU-type examination certificate, if necessary through amendments to the original certificate.”

3. The manufacturer shall lodge an application for EC-type examination with a single notified body of his choice.



The application shall include— the name and address of the manufacturer and, if the application is lodged by the authorised representative, his name and address as well,— a written declaration that the same application has not been lodged with any other notified body,— the technical documentation. The technical documentation shall make it possible to assess the product's conformity with the applicable requirements of the legislative instrument and shall include an adequate analysis and assessment of the risk(s). The technical documentation shall specify the applicable requirements and cover, as far as relevant for the assessment, the design, manufacture and operation of the product. The technical documentation shall contain, wherever applicable, at least the following elements— a general description of the product,— conceptual design and manufacturing drawings and schemes of components, sub-assemblies, circuits, etc.,— descriptions and explanations necessary for the understanding of those drawings and schemes and the operation of the product,— a list of the harmonised standards and/or other relevant technical specifications the references of which have been published in the Official Journal of the European Union, applied in full or in part, and descriptions of the solutions adopted to meet the essential requirements of the legislative instrument where those harmonised standards have not been applied. In the event of partly applied harmonised standards, the technical documentation shall specify the parts which have been applied,— results of design calculations made, examinations carried out, etc., and— test reports,— the specimens representative of the production envisaged. The notified body may request further specimens if needed for carrying out the test programme,— the supporting evidence for the adequacy of the technical design solution. This supporting evidence shall mention any documents that have been used, in particular where the relevant harmonised standards and/or technical specifications have not been applied in full. The supporting evidence shall include, where necessary, the results of tests carried out by the appropriate laboratory of the manufacturer, or by another testing laboratory on his behalf and under his responsibility.

#### 4. The notified body shall

For the product

4.1. examine the technical documentation and supporting evidence to assess the adequacy of the technical design of the product;

For the specimen(s)

4.2. verify that the specimen(s) have been manufactured in conformity with the technical documentation, and identify the elements which have been designed in accordance with the applicable provisions of the relevant harmonised standards and/or technical specifications, as well as the elements which have been designed without applying the relevant provisions of those standards;

4.3. carry out appropriate examinations and tests, or have them carried out, to check whether, where the manufacturer has chosen to apply the solutions in the relevant harmonised standards and/or technical specifications, these have been applied correctly;



4.4. carry out appropriate examinations and tests, or have them carried out, to check whether, where the solutions in the relevant harmonised standards and/or technical specifications have not been applied, the solutions adopted by the manufacturer meet the corresponding essential requirements of the legislative instrument;

4.5. agree with the manufacturer on a location where the examinations and tests will be carried out.

5. The notified body shall draw up an evaluation report that records the activities undertaken in accordance with point 4 and their outcomes. Without prejudice to its obligations vis-à-vis the notifying authorities, the notified body shall release the content of that report, in full or in part, only with the agreement of the manufacturer.

6. Where the type meets the requirements of the specific legislative instrument that apply to the product concerned, the notified body shall issue an EC-type examination certificate to the manufacturer. The certificate shall contain the name and address of the manufacturer, the conclusions of the examination, the conditions (if any) for its validity and the necessary data for identification of the approved type. The certificate may have one or more annexes attached.

The certificate and its annexes shall contain all relevant information to allow the conformity of manufactured products with the examined type to be evaluated and to allow for in-service control.

Where the type does not satisfy the applicable requirements of the legislative instrument, the notified body shall refuse to issue an EC-type examination certificate and shall inform the applicant accordingly, giving detailed reasons for its refusal.

7. The notified body shall keep itself apprised of any changes in the generally acknowledged state of the art which indicate that the approved type may no longer comply with the applicable requirements of the legislative instrument, and shall determine whether such changes require further investigation. If so, the notified body shall inform the manufacturer accordingly.

**Relevant documents:**  
**ERFU # 58r1**

The manufacturer shall inform the notified body that holds the technical documentation relating to the EC-type examination certificate of all modifications to the approved type that may affect the conformity of the product with the essential requirements of the legislative instrument or the conditions for validity of the certificate. Such modifications shall require additional approval in the form of an addition to the original EC-type examination certificate.



8. Each notified body shall inform its notifying authorities concerning the EC-type examination certificates and/or any additions thereto which it has issued or withdrawn, and shall, periodically or upon request, make available to its notifying authorities the list of certificates and/or any additions thereto refused, suspended or otherwise restricted.

Each notified body shall inform the other notified bodies concerning the EC-type examination certificates and/or any additions thereto which it has refused, withdrawn, suspended or otherwise restricted, and, upon request, concerning the certificates and/or additions thereto which it has issued.

The Commission, the Member States and the other notified bodies may, on request, obtain a copy of the EC-type examination certificates and/or additions thereto. On request, the Commission and the Member States may obtain a copy of the technical documentation and the results of the examinations carried out by the notified body. The notified body shall keep a copy of the EC-type examination certificate, its annexes and additions, as well as the technical file including the documentation submitted by the manufacturer, until the expiry of the validity of the certificate.

9. The manufacturer shall keep a copy of the EC-type examination certificate, its annexes and additions together with the technical documentation at the disposal of the national authorities for 10 years after the product has been placed on the market.

10. The manufacturer's authorised representative may lodge the application referred to in point 3 and fulfil the obligations set out in points 7 and 9, provided that they are specified in the mandate.

## Module C Conformity to type based on internal production control

1. Conformity to type based on internal production control is the part of a conformity assessment procedure whereby the manufacturer fulfils the obligations laid down in points 2 and 3, and ensures and declares that the products concerned are in conformity with the type described in the EC-type examination certificate and satisfy the requirements of the legislative instrument that apply to them.

### 2. Manufacturing

The manufacturer shall take all measures necessary so that the manufacturing process and its monitoring ensure conformity of the manufactured products with the approved type described in the EC-type examination certificate and with the requirements of the legislative instrument that apply to them.

### 3. Conformity marking and declaration of conformity



3.1. The manufacturer shall affix the required conformity marking set out in the legislative instrument to each individual product that is in conformity with the type described in the EC-type examination certificate and satisfies the applicable requirements of the legislative instrument.

3.2. The manufacturer shall draw up a written declaration of conformity for a product model and keep it at the disposal of the national authorities for 10 years after the product has been placed on the market. The declaration of conformity shall identify the product model for which it has been drawn up.

#### **RSG COMMENT:**

Additionally the following text (see article 24.5 of RCD) has to be taken into account:

“[...] 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 Module H of Annex II to Decision No 768/2008/EC, a notified body chosen by the manufacturer shall carry out product checks or have them carried out at random intervals determined by that body, in order to verify the quality of the internal checks on the product. When the quality level appears unsatisfactory or when it seems necessary to verify the validity of the data presented by the manufacturer, the procedure set out in Annex VIII to this Directive shall apply”.

Reference is made to Annex VIII covering the supplementary procedure to be applied under conformity to type based on internal production control.

A copy of the declaration of conformity shall be made available to the relevant authorities upon request.

#### 4. Authorised representative

The manufacturer's obligations set out in point 3 may be fulfilled by his authorised representative, on his behalf and under his responsibility, provided that they are specified in the mandate.

### Module C1 Conformity to type based on internal production control plus supervised product testing

1. Conformity to type based on internal production control plus supervised product testing is the part of a conformity assessment procedure whereby the manufacturer fulfils the obligations laid down in points 2, 3 and 4, and ensures and declares on his sole responsibility that the products concerned are in conformity with the type described in the EC-type examination certificate and satisfy the requirements of the legislative instrument that apply to them.

#### 2. Manufacturing



The manufacturer shall take all measures necessary so that the manufacturing process and its monitoring ensure conformity of the manufactured products with the type described in the EC-type examination certificate and with the requirements of the specific legislative instrument that apply to them.

### 3. Product checks

For each individual product manufactured one or more tests on one or more specific aspects of the product shall be carried out by the manufacturer or on his behalf, in order to verify conformity with the corresponding requirements of the legislative instrument. At the choice of the manufacturer, the tests shall be carried out

~~either by an accredited inhouse body or~~

under the responsibility of a notified body, chosen by the manufacturer.

#### **RSG COMMENT:**

The deletion of the text above is due to article 24.3 of RCD.

Where the tests are carried out by a notified body, the manufacturer shall, under the responsibility of the notified body, affix the notified body's identification number during the manufacturing process.

### 4. Conformity marking and declaration of conformity

4.1. The manufacturer shall affix the required conformity marking set out in the legislative instrument to each individual product that is in conformity with the type described in the EC-type examination certificate and satisfies the applicable requirements of the legislative instrument.

4.2. The manufacturer shall draw up a written declaration of conformity for a product model and keep it at the disposal of the national authorities for 10 years after the product has been placed on the market. The declaration of conformity shall identify the product model for which it has been drawn up.

A copy of the declaration of conformity shall be made available to the relevant authorities upon request.

### 5. Authorised representative

The manufacturer's obligations set out in point 4 may be fulfilled by his authorised representative, on his behalf and under his responsibility, provided that they are specified in the mandate.



## Module D Conformity to type based on quality assurance of the production process

1. Conformity to type based on quality assurance of the production process is the part of a conformity assessment procedure whereby the manufacturer fulfils the obligations laid down in points 2 and 5, and ensures and declares on his sole responsibility that the products concerned are in conformity with the type described in the EC-type examination certificate and satisfy the requirements of the legislative instrument that apply to them.

### 2. Manufacturing

The manufacturer shall operate an approved quality system for production, final product inspection and testing of the products concerned 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 the notified body of his choice, for the products concerned.

The application shall include— the name and address of the manufacturer and, if the application is lodged by the authorised representative, his name and address as well,— a written declaration that the same application has not been lodged with any other notified body,— all relevant information for the product category envisaged,— the documentation concerning the quality system,— the technical documentation of the approved type and a copy of the EC-type examination certificate.

3.2. 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.

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 shall permit a consistent interpretation of the quality programmes, plans, manuals and records.





It shall, in particular, contain an adequate description of— the quality objectives and the organisational structure, responsibilities and powers of the management with regard to product quality,— 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 quality records, such as inspection reports and test data, calibration data, qualification reports on the personnel concerned, etc., and— the means of monitoring 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 those requirements in respect of the elements of the quality system that comply with the corresponding specifications of the national standard that implements the relevant harmonised standard and/or technical specifications.

In addition to experience in quality management systems, the auditing team shall have at least one member with experience of evaluation in the relevant product field and product technology concerned, and knowledge of the applicable requirements of the legislative instrument. The audit shall include an assessment visit to the manufacturer's premises. The auditing team shall review the technical documentation referred to in point 3.1, fifth indent, to verify the manufacturer's ability to identify the relevant requirements of the legislative instrument and to carry out the necessary examinations with a view to ensuring compliance of the product with those requirements.

The decision shall be notified to the manufacturer. The notification shall contain the conclusions of the audit 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 maintain it so that it remains adequate and efficient.

3.5. The manufacturer shall keep the notified body that has approved the quality system informed of any intended change to the quality system.

The notified body shall evaluate any proposed changes and decide whether the modified quality system will continue to satisfy the requirements referred to in point 3.2 or whether a reassessment is necessary. It shall notify the manufacturer of its decision. 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.



4.2. The manufacturer shall, for assessment purposes, allow the notified body access to the manufacture, inspection, testing and storage sites 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 on the personnel concerned, etc.

4.3. The notified body shall carry out periodic audits to make sure that the manufacturer maintains and applies the quality system and shall provide the manufacturer with an audit report.

4.4. In addition, the notified body may pay unexpected visits to the manufacturer. During such visits the notified body may, if necessary, carry out product tests, or have them carried out, in order to verify that the quality system is functioning correctly. The notified body shall provide the manufacturer with a visit report and, if tests have been carried out, with a test report.

## 5. Conformity marking and declaration of conformity

5.1. The manufacturer shall affix the required conformity marking set out in the legislative instrument, and, under the responsibility of the notified body referred to in point 3.1, the latter's identification number to each individual product that is in conformity with the type described in the EC-type examination certificate and satisfies the applicable requirements of the legislative instrument.

5.2. The manufacturer shall draw up a written declaration of conformity for each product model and keep it at the disposal of the national authorities for 10 years after the product has been placed on the market. The declaration of conformity shall identify the product model for which it has been drawn up.

A copy of the declaration of conformity shall be made available to the relevant authorities upon request.

6. The manufacturer shall, for a period ending at least 10 years after the product has been placed on the market, keep at the disposal of the national authorities– the documentation referred to in point 3.1,– the change referred to in point 3.5, as approved,– the decisions and reports of the notified body referred to in points 3.5, 4.3 and 4.4.

7. Each notified body shall inform its notifying authorities of quality system approvals issued or withdrawn, and shall, periodically or upon request, make available to its notifying authorities the list of quality system approvals refused, suspended or otherwise restricted. Each notified body shall inform the other notified bodies of quality system approvals which it has refused, suspended, withdrawn or otherwise restricted, and, upon request, of quality system approvals which it has issued.

8. Authorised representative The manufacturer's obligations set out in points 3.1, 3.5, 5 and 6 may be fulfilled by his authorised representative, on his behalf and under his responsibility, provided that they are specified in the mandate.



## Module E Conformity to type based on product quality assurance

1. Conformity to type based on product quality assurance is that part of a conformity assessment procedure whereby the manufacturer fulfils the obligations laid down in points 2 and 5, and ensures and declares on his sole responsibility that the products concerned are in conformity with the type described in the EC-type examination certificate and satisfy the requirements of the legislative instrument that apply to them.

### 2. Manufacturing

The manufacturer shall operate an approved quality system for final product inspection and testing of the products concerned 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 the notified body of his choice, for the products concerned. The application shall include— the name and address of the manufacturer and, if the application is lodged by the authorised representative, his name and address as well,— a written declaration that the same application has not been lodged with any other notified body,— all relevant information for the product category envisaged,— the documentation concerning the quality system, and— the technical documentation of the approved type and a copy of the EC-type examination certificate.

3.2. The quality system shall ensure compliance of the products with the type described in the EC-type examination certificate and with the applicable requirements of the legislative instrument.

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 shall permit a consistent interpretation of the quality programmes, plans, manuals and records.

It shall, in particular, contain 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,— the quality records, such as inspection reports and test data, calibration data, qualification reports on the personnel concerned, etc.,— the means of monitoring 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 those requirements in respect of the elements of the quality system that comply with the corresponding specifications of the national standard that implements the relevant harmonised standard and/or technical specification. In addition to experience in quality management systems, the auditing team shall have at least one member with experience of evaluation in the relevant product field and product technology concerned, and knowledge of the applicable requirements of the legislative instrument. The audit shall include an assessment visit to the manufacturer's premises. The auditing team shall review the technical documentation referred to in point 3.1, fifth indent, in order to verify the manufacturer's ability to identify the relevant requirements of the legislative instrument and to carry out the necessary examinations with a view to ensuring compliance of the product with those requirements.

The decision shall be notified to the manufacturer. The notification shall contain the conclusions of the audit 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 maintain it so that it remains adequate and efficient.

3.5. The manufacturer shall keep the notified body that has approved the quality system informed of any intended change to the quality system. The notified body shall evaluate any proposed changes and decide whether the modified quality system will continue to satisfy the requirements referred to in point 3.2 or whether a reassessment is necessary. It shall notify the manufacturer of its decision. 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.

4.2. The manufacturer shall, for assessment purposes, allow the notified body access to the manufacture, inspection, testing and storage sites 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 on the personnel concerned, etc.

4.3. The notified body shall carry out periodic audits to make sure that the manufacturer maintains and applies the quality system and shall provide the manufacturer with an audit report.

4.4. In addition, the notified body may pay unexpected visits to the manufacturer. During such visits the notified body may, if necessary, carry out product tests, or have them carried out, in order to verify that the quality system is functioning correctly. The notified body shall provide the manufacturer with a visit report and, if tests have been carried out, with a test report.

#### 5. Conformity marking and declaration of conformity



5.1. The manufacturer shall affix the required conformity marking set out in the legislative instrument, and, under the responsibility of the notified body referred to in point 3.1, the latter's identification number to each individual product that is in conformity with the type described in the EC-type examination certificate and satisfies the applicable requirements of the legislative instrument.

5.2. The manufacturer shall draw up a written declaration of conformity for each product model and keep it at the disposal of the national authorities for 10 years after the product has been placed on the market. The declaration of conformity shall identify the product model for which it has been drawn up. A copy of the declaration of conformity shall be made available to the relevant authorities upon request.

6. The manufacturer shall, for a period ending at least 10 years after the product has been placed on the market, keep at the disposal of the national authorities— the documentation referred to in point 3.1,— the change referred to in point 3.5, as approved,— the decisions and reports of the notified body referred to in points 3.5, 4.3 and 4.4.

7. Each notified body shall inform its notifying authorities of quality system approvals issued or withdrawn, and shall, periodically or upon request, make available to its notifying authorities the list of quality system approvals refused, suspended or otherwise restricted.

Each notified body shall inform the other notified bodies of quality system approvals which it has refused, suspended or withdrawn, and, upon request, of quality system approvals which it has issued.

#### 8. Authorised representative

The manufacturer's obligations set out in points 3.1, 3.5, 5 and 6 may be fulfilled by his authorised representative, on his behalf and under his responsibility, provided that they are specified in the mandate.

### Module F Conformity to type based on product verification

1. Conformity to type based on product verification is the part of a conformity assessment procedure whereby the manufacturer fulfils the obligations laid down in points 2, 5.1 and 6, and ensures and declares on his sole responsibility that the products concerned, which have been subject to the provisions of point 3, are in conformity with the type described in the EC-type examination certificate and satisfy the requirements of the legislative instrument that apply to them.

#### 2. Manufacturing



The manufacturer shall take all measures necessary so that the manufacturing process and its monitoring ensure conformity of the manufactured products with the approved type described in the EC-type examination certificate and with the requirements of the legislative instrument that apply to them.

### 3. Verification

A notified body chosen by the manufacturer shall carry out appropriate examinations and tests in order to check the conformity of the products with the approved type described in the EC-type examination certificate and with the appropriate requirements of the legislative instrument. The examinations and tests to check the conformity of the products with the appropriate requirements shall be carried out, at the choice of the manufacturer either by examination and testing of every product as specified in point 4 or by examination and testing of the products on a statistical basis as specified in point 5.

#### 4. Verification of conformity by examination and testing of every product

4.1. All products shall be individually examined and appropriate tests set out in the relevant harmonised standard(s) and/or technical specifications, or equivalent tests, shall be carried out in order to verify conformity with the approved type described in the EC-type examination certificate and with the appropriate requirements of the legislative instrument. In the absence of such a harmonised standard, the notified body concerned shall decide on the appropriate tests to be carried out.

4.2. The notified body shall issue a certificate of conformity in respect of the examinations and tests carried out, and shall affix its identification number to each approved product or have it affixed under its responsibility. The manufacturer shall keep the certificates of conformity available for inspection by the national authorities for 10 years after the product has been placed on the market.

#### 5. Statistical verification of conformity

5.1. The manufacturer shall take all measures necessary so that the manufacturing process and its monitoring ensure the homogeneity of each lot produced, and shall present his products for verification in the form of homogeneous lots.

5.2. A random sample shall be taken from each lot according to the requirements of the legislative instrument. All products in a sample shall be individually examined and appropriate tests set out in the relevant harmonised standard(s) and/or technical specifications, or equivalent tests, shall be carried out in order to ensure their conformity with the applicable requirements of the legislative instrument and to determine whether the lot is accepted or rejected. In the absence of such a harmonised standard, the notified body concerned shall decide on the appropriate tests to be carried out.



5.3. If a lot is accepted, all products of the lot shall be considered approved, except for those products from the sample that have been found not to satisfy the tests. The notified body shall issue a certificate of conformity in respect to the examinations and tests carried out, and shall affix its identification number to each approved product or have it affixed under its responsibility. The manufacturer shall keep the certificates of conformity at the disposal of the national authorities for 10 years after the product has been placed on the market.

5.4. If a lot is rejected, the notified body or the competent authority shall take appropriate measures to prevent that lot's being placed on the market. In the event of the frequent rejection of lots the notified body may suspend the statistical verification and take appropriate measures.

#### **RSG COMMENT:**

Additionally the following text (see article 24.4 of RCD) has to be taken into account:

"[...] the procedure described in Annex VII to this Directive shall apply for the assessment of conformity with the exhaust emission requirements".

Reference is made to Annex VII covering conformity of production assessment for exhaust and noise emissions".

### 6. Conformity marking and declaration of conformity

6.1. The manufacturer shall affix the required conformity marking set out in the legislative instrument, and, under the responsibility of the notified body referred to in point 3, the latter's identification number to each individual product that is in conformity with the approved type described in the EC-type examination certificate and satisfies the applicable requirements of the legislative instrument.

6.2. The manufacturer shall draw up a written declaration of conformity for each product model and keep it at the disposal of the national authorities, for 10 years after the product has been placed on the market. The declaration of conformity shall identify the product model for which it has been drawn up. A copy of the declaration of conformity shall be made available to the relevant authorities upon request. If the notified body referred to in point 3 agrees and under its responsibility, the manufacturer may also affix the notified body's identification number to the products.

7. If the notified body agrees and under its responsibility, the manufacturer may affix the notified body's identification number to the products during the manufacturing process.

### 8. Authorised representative

The manufacturer's obligations may be fulfilled by his authorised representative, on his behalf and under his responsibility, provided that they are specified in the mandate. An authorised representative may not fulfil the manufacturer's obligations set out in points 2 and 5.1.



## Module G Conformity based on unit verification

1. Conformity based on unit verification is the conformity assessment procedure whereby the manufacturer fulfils the obligations laid down in points 2, 3 and 5, and ensures and declares on his sole responsibility that the product concerned, which has been subject to the provisions of point 4, is in conformity with the requirements of the legislative instrument that apply to it.

### 2. Technical documentation

The manufacturer shall establish the technical documentation and make it available to the notified body referred to in point 4. The documentation shall make it possible to assess the product's conformity with the relevant requirements, and shall include an adequate analysis and assessment of the risk(s). The technical documentation shall specify the applicable requirements and cover, as far as relevant for the assessment, the design, manufacture and operation of the product. The technical documentation shall, wherever applicable, contain at least the following elements— a general description of the product,— conceptual design and manufacturing drawings and schemes of components, sub-assemblies, circuits, etc.,— descriptions and explanations necessary for the understanding of those drawings and schemes and the operation of the product,— a list of the harmonised standards and/or other relevant technical specifications the references of which have been published in the Official Journal of the European Union, applied in full or in part, and descriptions of the solutions adopted to meet the essential requirements of the legislative instrument where those harmonised standards have not been applied. In the event of partly applied harmonised standards, the technical documentation shall specify the parts which have been applied,— results of design calculations made, examinations carried out, etc., and— test reports.

The manufacturer shall keep the technical documentation at the disposal of the relevant national authorities for 10 years after the product has been placed on the market.

### 3. Manufacturing

The manufacturer shall take all measures necessary so that the manufacturing process and its monitoring ensure conformity of the manufactured product with the applicable requirements of the legislative instrument.

### 4. Verification





A notified body chosen by the manufacturer shall carry out appropriate examinations and tests, set out in the relevant harmonised standards and/or technical specifications, or equivalent tests, to check the conformity of the product with the applicable requirements of the legislative instrument, or have them carried out. In the absence of such a harmonised standard and/or technical specification the notified body concerned shall decide on the appropriate tests to be carried out. The notified body shall issue a certificate of conformity in respect of the examinations and tests carried out and shall affix its identification number to the approved product, or have it affixed under its responsibility. The manufacturer shall keep the certificates of conformity at the disposal of the national authorities for 10 years after the product has been placed on the market.

## 5. Conformity marking and declaration of conformity

5.1. The manufacturer shall affix the required conformity marking set out in the legislative instrument and, under the responsibility of the notified body referred to in point 4, the latter's identification number to each product that satisfies the applicable requirements of the legislative instrument.

5.2. The manufacturer shall draw up a written declaration of conformity and keep it at the disposal of the national authorities for 10 years after the product has been placed on the market. The declaration of conformity shall identify the product for which it has been drawn up. A copy of the declaration of conformity shall be made available to the relevant authorities upon request.

## 6. Authorised representative

The manufacturer's obligations set out in points 2 and 5 may be fulfilled by his authorised representative, on his behalf and under his responsibility, provided that they are specified in the mandate.

## Module H Conformity based on full quality assurance

1. Conformity based on full quality assurance is the conformity assessment procedure whereby the manufacturer fulfils the obligations laid down in points 2 and 5, and ensures and declares on his sole responsibility that the products concerned satisfy the requirements of the legislative instrument that apply to them.

## 2. Manufacturing

The manufacturer shall operate an approved quality system for design, manufacture and final product inspection and testing of the products concerned 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 the notified body of his choice, for the products concerned.

The application shall include— the name and address of the manufacturer and, if the application is lodged by the authorised representative, his name and address as well,— the technical documentation for one model of each category of products intended to be manufactured. The technical documentation shall, wherever applicable, contain at least the following elements— a general description of the product,— conceptual design and manufacturing drawings and schemes of components, sub-assemblies, circuits, etc.,— descriptions and explanations necessary for the understanding of those drawings and schemes and the operation of the product,— a list of the harmonised standards and/or other relevant technical specifications the references of which have been published in the Official Journal of the European Union, applied in full or in part, and descriptions of the solutions adopted to meet the essential requirements of the legislative instrument where those harmonised standards have not been applied. In the event of partly applied harmonised standards, the technical documentation shall specify the parts which have been applied,— results of design calculations made, examinations carried out, etc.,— test reports,— the documentation concerning the quality system, and— a written declaration that the same application has not been lodged with any other notified body.

3.2. The quality system shall ensure compliance of the products with the requirements of the legislative instrument 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. That quality system documentation shall permit a consistent interpretation of the quality programmes, plans, manuals and records.

It shall, in particular, contain an adequate description of— the quality objectives and the organisational structure, responsibilities and powers of the management with regard to design and product quality,— the technical design specifications, including standards, that will be applied and, where the relevant harmonised standards and/or technical specifications will not be applied in full, the means that will be used to ensure that the essential requirements of the legislative instrument that apply to the products will be met,— 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 quality records, such as inspection reports and test data, calibration data, qualification reports on the personnel concerned, etc.,— the means of monitoring 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 conformity with those requirements in respect of the elements of the quality system that comply with the corresponding specifications of the national standard that implements the relevant harmonised standard and/or technical specification. In addition to experience in quality management systems, the auditing team shall have at least one member experienced as an assessor in the relevant product field and product technology concerned, and knowledge of the applicable requirements of the legislative instrument. The audit shall include an assessment visit to the manufacturer's premises. The auditing team shall review the technical documentation referred to in point 3.1, second indent, to verify the manufacturer's ability to identify the applicable requirements of the legislative instrument and to carry out the necessary examinations with a view to ensuring compliance of the product with those requirements.

The manufacturer or his authorised representative shall be notified of the decision. The notification shall contain the conclusions of the audit 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 maintain it so that it remains adequate and efficient.

3.5. The manufacturer shall keep the notified body that has approved the quality system informed of any intended change to the quality system. The notified body shall evaluate any proposed changes and decide whether the modified quality system will continue to satisfy the requirements referred to in point 3.2 or whether a reassessment is necessary. It shall notify the manufacturer of its decision. 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.

4.2. The manufacturer shall, for assessment purposes, allow the notified body access to the design, manufacture, inspection, testing and storage sites, and shall provide it with all necessary information, in particular— the quality system documentation,— the quality records as provided for by the design part of the quality system, such as results of analyses, calculations, tests, etc.,— the quality records as provided for by the manufacturing part of the quality system, such as inspection reports and test data, calibration data, qualification reports on the personnel concerned, etc.

4.3. The notified body shall carry out periodic audits to make sure that the manufacturer maintains and applies the quality system and shall provide the manufacturer with an audit report.



4.4. In addition, the notified body may pay unexpected visits to the manufacturer. During such visits, the notified body may, if necessary, carry out product tests, or have them carried out, in order to check the proper functioning of the quality system. It shall provide the manufacturer with a visit report and, if tests have been carried out, with a test report.

#### 5. Conformity marking and declaration of conformity

5.1. The manufacturer shall affix the required conformity marking set out in the legislative instrument, and, under the responsibility of the notified body referred to in point 3.1, the latter's identification number to each individual product that satisfies the applicable requirements of the legislative instrument.

5.2. The manufacturer shall draw up a written declaration of conformity for each product model and keep it at the disposal of the national authorities for 10 years after the product has been placed on the market. The declaration of conformity shall identify the product model for which it has been drawn up. A copy of the declaration of conformity shall be made available to the relevant authorities upon request.

6. The manufacturer shall, for a period ending at least 10 years after the product has been placed on the market, keep at the disposal of the national authorities— the technical documentation referred to in point 3.1,— the documentation concerning the quality system referred to in point 3.1,— the change referred to in point 3.5, as approved,— the decisions and reports of the notified body referred to in points 3.5, 4.3 and 4.4.

7. Each notified body shall inform its notifying authorities of quality system approvals issued or withdrawn, and shall, periodically or upon request, make available to its notifying authorities the list of quality system approvals refused, suspended or otherwise restricted. Each notified body shall inform the other notified bodies of quality system approvals which it has refused, suspended or withdrawn, and, upon request, of quality system approvals which it has issued.

#### 8. Authorised representative

The manufacturer's obligations set out in points 3.1, 3.5, 5 and 6 may be fulfilled by his authorised representative, on his behalf and under his responsibility, provided that they are specified in the mandate.









## ANNEX III DECLARATION BY THE MANUFACTURER OR THE IMPORTER OF THE PARTLY COMPLETED WATERCRAFT (ARTICLE 6(2))

### RSG COMMENT:

Although not required by the RCD, it is recommended that a Notified Body is involved before the signing of an Annex III Declaration. This is to avoid future problems where a Notified Body may not be able to assess the structure when certifying the completed watercraft. The Notified Body involved at the stage of Annex III should issue a report and give this to the manufacturer of the partly completed watercraft.

The declaration by the manufacturer or the importer established in the Union referred to in Article 6(2) shall contain the following

- (a) the name and address of the manufacturer;
- (b) the name and address of the representative of the manufacturer established in the Union or, if appropriate, of the person responsible for the placing on the market;
- (c) a description of the partly completed watercraft; ☐
- (d) a statement that the partly completed watercraft complies with the essential requirements that apply at this stage of construction; this shall include references to the relevant harmonised standards used, or references to the specifications in relation to which compliance is declared at this stage of construction; furthermore, it is intended to be completed by other legal or natural persons in full compliance with this Directive.





## ANNEX VI SUPPLEMENTARY REQUIREMENTS WHEN INTERNAL PRODUCTION CONTROL PLUS SUPERVISED PRODUCTION TESTS SET OUT IN MODULE A1 IS USED (ARTICLE 24(2))

Relevant documents:  
ERFU # 59r1  
ERFU # 7r1

### Design and construction

On one or several watercrafts 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 in accordance with point 3.2 of Part A of Annex I;
- (b) test of buoyancy characteristics in accordance with point 3.3 of Part A of Annex I.

### Noise emissions

For recreational craft fitted with inboard or stern drive engines without integral exhaust and for personal watercraft, on one or several watercraft representing the production of the watercraft manufacturer, the sound emission tests defined in Part C of Annex I shall be carried out by the watercraft 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 sound emission tests defined in Part C of Annex I 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 VII shall be applied to ensure conformity of the sample.



## ANNEX VII CONFORMITY OF PRODUCTION ASSESSMENT FOR EXHAUST AND NOISE EMISSIONS

Relevant documents:  
ERFU # 108r1

1. For verifying the conformity of an engine family, a sample of engines shall be 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

## ANNEX VIII SUPPLEMENTARY PROCEDURE TO BE APPLIED UNDER CONFORMITY TO TYPE BASED ON INTERNAL PRODUCTION CONTROL (MODULE C)

Relevant documents:  
ERFU # 108r1  
ERFU # 84r1

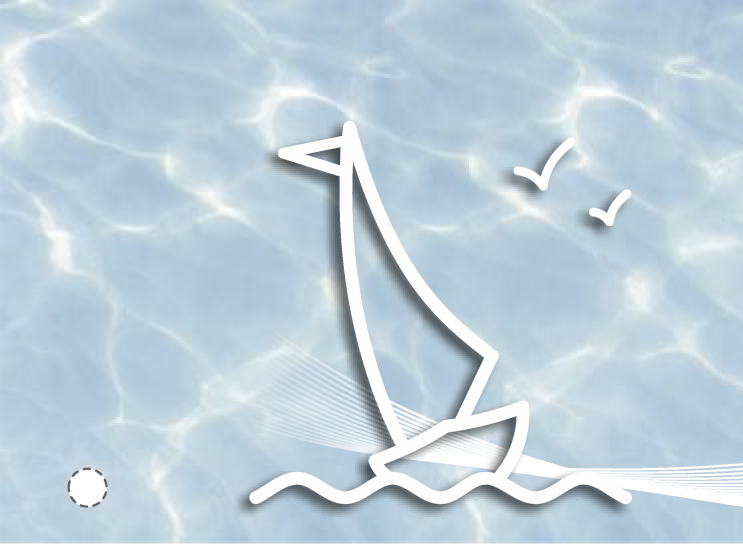
In the cases referred to in Article 24(5) when the quality level appears unsatisfactory, the following procedure shall apply



An engine is taken from the series and subjected to the test described in Part B of Annex I. Test engines shall have been run in, partially or completely, in accordance with the manufacturer's specifications. If the specific exhaust emissions of the engine taken from the series exceed the limit values in accordance with Part B of Annex I, 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 with the requirements of this Directive, the statistical method described in Annex VII shall be applied.







# GUIDELINES 2017

## **PART 4:** POST CONSTRUCTION ASSESSMENT (PCA)



## ANNEX V EQUIVALENT CONFORMITY BASED ON POST-CONSTRUCTION ASSESSMENT (MODULE PCA)

Relevant documents:  
ERFU # 119r1  
ERFU # 15r1  
ERFU # 59r1

1. Conformity based on post-construction assessment is the procedure to assess the equivalent conformity of a product for which the manufacturer has not assumed the responsibility for the product's conformity with this Directive, and whereby a natural or legal person referred to in Article 19(2), (3) or (4) who is placing the product on the market or putting it into service under his own responsibility is assuming the responsibility for the equivalent conformity of the product. This person shall fulfill the obligations laid down in points 2 and 4 and ensure and declare on his sole responsibility that the product concerned, which has been subject to the provisions of point 3, is in conformity with the applicable requirements of this Directive.

2. The person who is placing the product on the market or putting it into service shall lodge an application for a post- construction assessment of the product with a notified body and must provide the notified body with the documents and technical file enabling the notified body to assess the conformity of the product with the requirements of this Directive and any available information on the use of the product after its first putting into service.

The person who is placing such a product on the market or putting it into service shall keep these documents and information at the disposal of the relevant national authorities for 10 years after the product has been assessed on its equivalent conformity in accordance with the post-construction assessment procedure.



3. The notified body shall examine the individual product and carry out calculations, tests and other assessments, to the extent necessary to ensure that the equivalent conformity of the product with the relevant requirements of this Directive is demonstrated. ▯

The notified body shall draw up and issue a certificate and a related report of conformity concerning the assessment carried out and shall keep a copy of the certificate and related report of conformity at the disposal of the national authorities for 10 years after it has issued these documents.

The notified body shall affix its identification number next to the CE marking on the approved product or have it affixed under its responsibility. ▯▯

In case the assessed product is a watercraft, the notified body shall also have affixed, under his responsibility, the watercraft identification number as referred to in point 2.1 of Part A of Annex I, whereby the field for the country code of the manufacturer shall be used to indicate the country of establishment of the notified body and the fields for the unique code of the manufacturer assigned by the national authority of the Member State to indicate the post- construction assessment identification code assigned to the notified body, followed by the serial number of the post- construction assessment certificate. The fields in the watercraft identification number for the month and year of production and for the model year shall be used to indicate the month and year of the post-construction assessment.

#### 4. CE marking and EU declaration of conformity

4.1. The person who is placing the product on the market or putting it into service shall affix the CE marking and, under the responsibility of the notified body referred to in Section 3, the latter's identification number to the product for which the notified body has assessed and certified its equivalent conformity with the relevant requirements of this Directive.

4.2. The person who is placing the product on the market or putting it into service shall draw up an EU declaration of conformity and keep it at the disposal of the national authorities for 10 years after the date the post-construction assessment certificate has been issued. The declaration of conformity shall identify the product for which it has been drawn up.

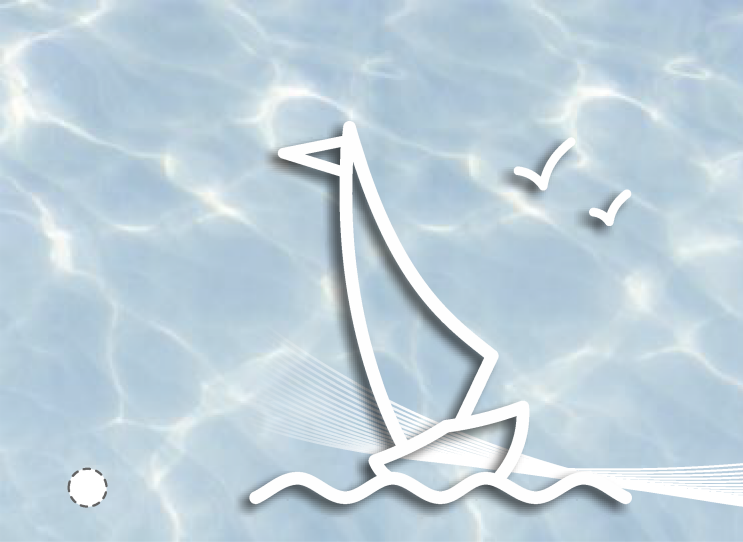
A copy of the EU declaration of conformity shall be made available to the relevant authorities upon request.

4.3. In the case the assessed product is a watercraft, the person who is placing the watercraft on the market or putting it into service shall affix to the watercraft the builder's plate described in point 2.2 of Part A of Annex I, which shall include the words 'post-construction assessment', and the watercraft identification number described in point 2.1 of Part A of Annex I, in accordance with the provisions set out in Section 3.





5. The notified body shall inform the person who is placing the product on the market or putting it into service of his obligations under this post-construction assessment procedure.



# GUIDELINES 2017

## **PART 5:** HARMONIZED STANDARDS



## EN 28848:1993/A1:2000 - Small craft - Remote steering systems

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

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 15 kW to 40 kW power

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

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 10088:2013 - Small craft - Permanently installed fuel systems

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

Clause(s)/sub-clause(s) of this standard	Essential Requirements (ERs) of EU Directive 94/25/EC as amended by Directive 2003/44/EC	Qualifying remarks/Notes
All clauses	Annex 1 A, Clause 5.1.1 inboard engine.	The clauses in this standard are limited to the installation of the fuel system to minimise the risk of fire.
All clauses	Annex 1 A, Clause 5.2.1, Fuel system -General	For compliance with Directive 94/25/EC as amended by Directive 2003/44/EC, installations intended for any fuel with a flash point below 55 °C shall comply with this standard's requirements for petrol tank compartments.
All clauses	Annex 1 A, Clause 5.2.2 Fuel tanks	The design and construction of fuel tanks are covered by ISO 21487:2012. The clauses in this standard address the fuel lines and ventilation of petrol tank compartments
All clauses	Annex 1, Clause 5.6.1 Fire protection - General	The scope of this standard is for permanently installed propulsion or auxiliary internal combustion engines. It does not cover the fuel supply for other types of diesel or petrol burning appliances but may be used as a guide for this type of equipment.
4.1.7, 4.1.8, 4.2.3, 5.2.8	Annex 1 A, Clause 5.8 Discharge prevention	



## EN ISO 10133:2012 - Small craft - Electrical systems - Extra-low-voltage d.c. installations

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

Clauses/subclauses of this European Standard	Essential requirements (ERs) of EU Directive 94/25/EC as amended by Directive 2003/44/EC	Qualifying remarks/Notes
5	Annex 1 A, 5.1.1	Relevant to battery stowage
4, 5, 6, 7, 8, 9, 10, 11, 12, Annex A	Annex 1 A, 5.3	Electrical system Excludes d.c. power generation and d.c. propulsion systems
12.1	Annex 1 A, 5.2.2 (a)	Ignition protection
7.11	Annex 1 A, 5.6.1	Fire protection
Annex B	Annex 1 A, 2.5	Owner's manual



## EN ISO 10239:2014 - Small craft - Liquefied petroleum gas (LPG) systems

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

Clauses/sub-clauses of this European Standard	Corresponding annexes/ Paragraphs of Directive 94/25/EC as amended by Directive 2003/44/EC	Comments	Clauses/sub-clauses of this European Standard	Corresponding annexes/ Paragraphs of Directive 94/25/EC as amended by Directive 2003/44/EC	Comments
4.2	<b>Annex IA 5.5 Gas system</b> Gas systems for domestic use shall be 'vapour-withdrawal' type		6.6	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	
4, 5, 6, 7, 8, 11	Designed and installed to avoid leaks and risk of explosion	Annex D applies in respect of cooking appliances with integral LPG cartridges with a capacity of 225 g or less	5.2, 6.6.2, 8	Adequate ventilation to prevent hazards from leaks	
4.5, 10, Annex C.3	Capable of being tested for leaks	The use of a pressure gauge in the high pressure side of the system will not detect cylinder valve 'let by' or 'creep' which, if suspected, should be tested for separately.	7.4, 7.6, 9, 13, Annex B	Adequate ventilation to prevent hazards from products of combustion	
6.1.1, 6.2.1, 6.2.4, 6.3.1, 6.4, 6.5.8, 7.1	Materials and components shall be suitable for the specific gas used		4.3, 4.4, 8.1	An enclosure shall contain all gas cylinders permanently installed.	
4.1, 5.6, 5.7, 6.1.2, 6.2.1, 6.2.3, 6.2.5, 6.4, 6.5.1, 6.5.4, 6.5.5, 6.5.7, 7.1, 7.2, 8.1	Materials and components to withstand the stresses and exposures found in the marine environment		8	The enclosure containing all gas cylinders shall be: <ul style="list-style-type: none"> <li>separated from the living quarters,</li> <li>accessible only from the outside, and</li> <li>ventilated to the outside so that any escaping gas drains overboard.</li> </ul>	
7.3	Flame failure device effective on all burners		10	Gas system(s) shall be tested after installation	
			6.2.2, 6.2.3, 6.5.2, 6.5.3, 7.3, 7.7, 7.9, 11, 13.6	<b>Annex IA 5.6.1 Fire protection, general</b>	Annex D applies in respect of cooking appliances with integral LPG cartridges with a capacity of 225 g or less
			4.4, 7.5, 12, Annex C	<b>Annex IA 2.5 Owner's manual</b>	Annex D applies in respect of cooking appliances with integral LPG cartridges with a capacity of 225 g or less



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

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

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	





## EN ISO 11105:1997 - Small craft - Ventilation of petrol engine and/or petrol tank compartments

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

Clauses of EN ISO 11105:1997	Corresponding clauses of RCD	Comments
7	2.5 of Annex I, A Owner's manual	Specifies requirements for ventilation of petrol engine compartments and petrol tank compartments.
5.2, 5.3, 5.4, 6.3	3.5 of Annex I, A Flooding	
4, 5, 6	5.1.1 of Annex I, A Inboard engines	
4, 5, 6	5.1.2 of Annex I, A Ventilation	
4, 5, 6	5.2 of Annex I, A Fuel tanks	



## EN ISO 11192:2005 - Small craft - Graphical symbols

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

Clause(s)/Subclause(s) of this International Standard	Essential requirements (ERs) of EU Directive 94/25/EC	Qualifying remarks/Notes
All clauses	All clauses	The standard defines symbols that shall be used as appropriate when applying requirements of Directive 94/25/EC



## EN ISO 11547:1995/A1:2000 - Small craft - Start-in-gear protection

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

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	



## EN ISO 11592-1:2016 - Small craft – Determination of maximum propulsion power rating using manoeuvring speed – Part 1: Craft with a length of hull less than 8 m (ISO 11592-1:2016)

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

Clauses/sub-clauses of this European Standard	Corresponding annexes/ paragraphs of Directive 2013/53/EU	Comments
4, 5, 6, 7 and Annex A	Annex I, Clause 4, Handling characteristics	The Standard provides a method of determining maximum engine power for boats of less than 8 m hull length. The conditions set out in Clause 1 of this Standard which relate to inflatable boats should be noted,
4.3, Annex B	Annex I, Clause 2.5, Owner's manual	A power capacity label as specified in Clause 4.3 of this standard is  not required by Annex I, Clause 4 of Directive 2013/53/EU, but the maximum rated engine power shall be declared in the Owner's Manual.



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

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

Clauses/sub-clauses of this European Standard	Corresponding annexes/ paragraphs of Directive 94/25/EC	Comments
All Clauses	Annex I, Subclause 3.5, Flooding	



## EN ISO 12215-1:2000 - Small craft - Hull construction and scantlings - Part 1: Materials: Thermosetting resins, glass-fibre reinforcement, reference laminate

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

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

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

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

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

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





## EN ISO 12215-4:2002 - Small craft - Hull construction and scantlings - Part 4: Workshop and manufacturing

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

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 12215-5:2008/A1:2014 - Small craft - Hull construction and scantlings - Part 5: Design pressures for monohulls, design stresses, scantlings determination

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

Clause(s)/sub-clause(s) of this International Standard	Essential requirements (ERs) of Directive 94/25/EC as amended by Directive 2003/44/EC	Qualifying remarks/Notes
All clauses	Annex I Part A, Clause 3.1, Structure	<p>The standard provides requirements for scantling determination for monohull craft constructed from fibre reinforced plastics, aluminium or steel alloys, glued wood (laminated) or similar suitable materials.</p> <p>Annex A provides link to software/Excel spreadsheet for simplified calculation for craft in design categories A-C up to 12 m and in design category D up to 24 m in respect of craft constructed of GRP, steel and aluminium.</p>



## EN ISO 12215-6:2008 - Small craft - Hull construction and scantlings - Part 6: Structural arrangements and details

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

Clauses/sub-clauses of this international Standard	Corresponding annexes/paragraphs of EC Directive 94/25/EC as amended by Directive 2003/44/EC	Comments
All clauses	Annex I, Part A, Clause 3.1, Structure	The standard provides structural details for monohull and multihull craft constructed from fibre reinforced plastics, aluminium or steel alloys, wood or similar suitable materials.



## EN ISO 12215-8:2009/AC:2010 - Small craft - Hull construction and scantlings - Part 8: Rudders

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

Clause(s)/sub-clause(s) of this International Standard	Essential requirements (ERs) of EU Directive 94/25/EC amended by EU Directive 2003/44/EC	Qualifying remarks/Notes
All clauses	Annex 1 A, Clause 3.1 structure	<p>The standard provides requirements for the structural strength of rudders.</p> <p>Single bearing spade rudders and single hull bearing skeg rudders are not addressed by this standard.</p>



## EN ISO 12215-9:2012 - Small craft - Hull construction and scantlings - Part 9: Sailing craft appendages

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

Clauses/sub-clauses of this European Standard	Essential requirements (ERs) of EU Directive 94/25/EC as amended by Directive 2003/44/EC	Qualifying remarks/Notes
All clauses	Annex I, A, Clause 3.1	The standard provides requirements for strength of monohull sailing boat appendages with conventional keel configurations



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

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

Clauses/sub-clauses of this European Standard	Corresponding annexes/ paragraphs of Directive 94/25/EC	Comments
3, 4.1, 5, 6, 7, Annex A, B, C, D, E and F	Annex I, clause 3.1, Structure, and 3.4, Openings in hull, deck and superstructure - structural integrity	
3, 4.2, 4.3, Annex A and D.1	Annex I, clause 3.4, Openings in hull, deck and superstructure – weathertight integrity	
3.8, 6.3.7	Annex I, clause 3.8, Escape - multihull escape	
3, 4, 5, 6 (6.3.8), Annex A, B, C, D, E and F	Annex II, 5, Components - Prefabricated hatches and portlights	



## EN ISO 12217-1:2015 - Small craft - Stability and buoyancy assessment and categorization - Part 1: Non-sailing boats of hull length greater than or equal to 6 m

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

Essential Requirements of Directive 2013/53/EU	Clause(s)/sub-clause(s) of this EN	Remarks/Notes
Annex IA, Clause 3.2, Stability and Freeboard; Clause 3.3, Buoyancy and flotation; Clause 3.5, Flooding; Clause 3.6, Maximum recommended load; and Clause 3.8, Escape in the event of inversion.	Clause 5, Clause 6, Annexes A, B, C, D, E	
Annex IA1 Design categories	Clause 7	Design categories A, B, C and D defined in the standard are considered to equate to design categories A, B, C and D of Directive 2013/53/EU.
Annex IA2, Clause 3.3, Buoyancy and flotation.	6.8, Annexes F, G	
Annex IA2, Clause 2.5, Owner's manual	Annex H	



## EN ISO 12217-2:2015 - Small craft - Stability and buoyancy assessment and categorization - Part 2: Sailing boats of hull length greater than or equal to 6 m

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

Essential Requirements of Directive 2013/53/EU	Clause(s)/sub-clause(s) of this EN	Remarks/Notes
Annex IA, Clause 3.2, Stability and Freeboard, Clause 3.5, Flooding, and Clauses 3.6 and 3.2, maximum recommended load.	Clause 5, Clause 6, Clause 7, Annexes A, B, C, D	Design categories A, B, C and D defined in the standard are considered to correspond to design categories A, B, C and D of Directive 2013/53/EU.
Annex IA2, Clause 3.3, Buoyancy and flotation.	6.9, 7.12, Annexes D, E	
Annex IA2, Clause 3.8, Escape	7.13	
Annex IA2, Clause 2.5, Owner's manual	Annex F	





## EN ISO 12217-3:2015 - Small craft - Stability and buoyancy assessment and categorization - Part 3: Boats of hull length less than 6 m

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

Essential Requirements of Directive 2013/53/EU	Clause(s)/sub-clause(s) of this EN	Remarks/Notes
Annex IA2, Clause 3.2, Stability and Freeboard, Clause 3.5, Flooding, and Clauses 3.6 and 3.2, maximum recommended load.	Clause 5, Clause 6, Clause 7, Annexes A, B, C, D	Design categories A, B, C and D defined in the standard are considered to correspond to design categories A, B, C and D of Directive 2013/53/EU. Excludes habitable sailing multihulls.
Annex IA2, Clause 3.3, Buoyancy and flotation.	6.6, 6.7, 7.4, 7.8, Annexes B, C, D	
Annex IA2, Clause 2.5, Owner's manual	Annex E	



## EN ISO 13297:2014 - Small craft - Electrical systems - Alternating current installations

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

Clauses/sub-clauses Of this European Standard	Corresponding annexes/ Paragraphs of Directive 94/25/EC as amended 2003/44/EC	Comments
All clauses	Annex IA, Clause 5.3 Electrical systems	The scope of this standard is limited to the design, construction and installation of low-voltage alternating current electrical systems which operate at nominal voltages of less than 250 V single phase
Clause 11.12	Annex IA, Clause 5.6.1 Fire protection	In respect of avoiding wiring above hot areas of machines
Annex B	Annex IA, Clause 2.5 Owner's manual	



## EN ISO 13590:2003/AC:2004 - Small craft - Personal watercraft - Construction and system installation requirements

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

Clauses of EN ISO 13590:2003/AC:2004	Corresponding clauses of RCD	Comments
12	Annex I, A.5.1.5, Personal watercraft running without driver	



## EN ISO 14509-1:2008 - Small craft - Airborne sound emitted by powered recreational craft - Part 1: Pass-by measurement procedures

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

Clause(s)/sub-clause(s) of this International Standard	Essential requirements (ERs) of EU Directive 94/25/EC as amended by 2003/44/EC	Qualifying remarks/Notes
All clauses	Annex 1.C, Essential requirements for noise emissions Clause 1.1	ISO 14509-1 defines a boat pass-by test for measurement of noise emissions of recreational craft



## EN ISO 14509-3:2009 - Small craft - Airborne sound emitted by powered recreational craft - Part 3: Sound assessment using calculation and measurement procedures

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

Clause(s)/sub-clause(s) of this European Standard	Essential requirements (ERs) of EU Directive 94/25/EC, as amended by Directive 2003/44/EC	Qualifying remarks/Notes
All clauses	Annex 1.C, Essential requirements for noise emissions Clause 1.1	<p>This European Standard defines a test for the assessment of noise emissions of recreational craft using calculation and measurement.</p> <p>It is applicable for powered mono hull craft with a Froude number greater than 1,1.</p>



## EN ISO 14895:2016 - EN ISO 14895:2016

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

**Table ZA.1 — Correspondence between this European Standard and Directive 2013/53/EU**

<b>Clauses/subclauses of this European Standard</b>	<b>Corresponding annexes/paragraphs of Directive 2013/53/EU</b>	<b>Comments</b>
Clause 5	Annex 1, 5.2 — Fuel system	This Standard covers the design and installation of fuel supply arrangements for liquid fuelled stoves and heaters.
Clauses 4, 5, 6, 7	Annex 1, 5.6.1 — Fire Protection, general	These clauses ensure that the design and installation of stoves and heaters take account of the risk and spread of fire.
Annex A	Annex 1, 2.5 — Owner's Manual	Information for stoves.
Annex B	Annex 1, 2.5 — Owner's Manual	Information for heaters.



## EN ISO 14946:2001/AC:2005 - Small craft - Maximum load capacity

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

Clauses/sub-clauses Of this European Standard	Corresponding annexes/ Paragraphs of Directive 94/25/EC	Comments
All clauses	Annex I, Clause 3.6, Manufacturer's maximum recommended load.  Annex I, Clause 2.5, Owner's Manual	



## EN ISO 15084:2003 - Small craft - Anchoring, mooring and towing - Strong points

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

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





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

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

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	



## EN ISO 15652:2005 - Small craft - Remote steering systems for inboard mini jet boats

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

Clauses/sub-clauses Of this European Standard	Corresponding annexes/ paragraphs of Directive 94/25/EC	Comments
All clauses	5.4.1 of Annex I, Steering system, general  Annex II, Components, 3	Applicable only for mini jet boats, excluding PWCs



## EN ISO 16147:2002/A1:2013 - Small craft - Inboard diesel engines - Engine-mounted fuel and electrical components

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

Clause(s)/sub-clause(s) of this European Standard	Essential requirements (ERs) of EU Directive 94/25/EC as amended by 2003/44/EC	Qualifying remarks/Notes
All clauses	Annex 1A5, Clause 5.1.1 Inboard engines.	In respect of engine mounted fuel and electrical equipment.
5	Annex 1A5, Clause 5.2.1 Fuel systems.	In respect of engine mounted fuel equipment.
6	Annex 1A5, Clause 5.3 Electrical systems.	In respect of engine mounted electrical equipment.



## EN ISO 16180:2013 - Small craft - Navigation lights - Installation, placement and visibility

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

Clauses/subclauses of this European Standard	Corresponding annexes/ Paragraphs of Directive 94/25/EC as amended by 2003/44/EC	Comments
All clauses.	Annex 1A5, Clause 5.7, Navigation lights.	This standard corresponds to the requirements of 1972 COLREGs for the placement and installation of navigation lights. The navigation light units must comply with 72 COLREGs performance standards. Where CEVNI regulations are required to be used other requirements will apply.
Annex A	Annex 1A2, Clause 2.5, Owner's manual.	



## EN ISO 16315:2016 - EN ISO 16315:2016 Small craft – Electric propulsion system (ISO 16315:2016)

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

Clauses/sub-clauses of this European Standard	Corresponding annexes/ paragraphs of Directive 2013/53/EU	Comments
	<b>Annex 1, Clause 5.3 - Electrical System</b>	
2, 4, 5, 8, 9, 10	Electrical systems shall be designed and installed so as to ensure proper operation of the watercraft under normal conditions of use	The normative references in Clause 2 of this standard are indispensable for its application
4.1, 4.13, 6, 8.5, 8.6	Electrical systems shall be designed and installed so as to minimise risk of fire and electric shock	
4, 7	All electrical circuits, except engine starting circuits supplied from batteries, shall remain safe when exposed to overload	
4, 9, 10	Electric propulsion circuits shall not interact with other circuits in such a way that either would fail to operate as intended	
4.1, 8.5, Annex B(a)	Ventilation shall be provided to prevent the accumulation of explosive gases which might be emitted from batteries	
8.1	Batteries shall be firmly secured and protected from ingress of water	
4.14, 5, Annex A	<b>Annex I, Clause 2.5 - Owner's Manual</b>	Clause 4.14, Figure 1 gives enclosure hazard markings Clause 5 provides information on system alerts and alarms to be included in the owner's manual Annex A provides information necessary for safe use of the product drawing particular attention to set up, maintenance, regular operation, the prevention of risks and risk management



## EN ISO 18854:2015 - Small craft - Reciprocating internal combustion engines exhaust emission measurement - Test-bed measurement of gaseous and particulate exhaust emissions

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

Clauses/sub-clauses of this standard	Corresponding annexes/paragraphs of Directive 2013/53/EC	Comments
All Clauses of this Standard	Annex 1.B. 2. Exhaust emission requirements	In respect of measurement and evaluation methods for gaseous and particulate emissions
Clause 6	Annex 1.B. 2. Reference fuels	Fuels to be used for the emissions test for engines fuelled with petrol and diesel



## EN ISO 21487:2012/A1:2015 - Small craft - Permanently installed petrol and diesel fuel tanks

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

Clauses/sub-clauses of this standard	Corresponding annexes/paragraphs of Directive 94/25/EC as amended by Directive 2003/44/EC	Comments
All clauses	Annex I, Clause 5.2.2, Fuel tanks Annex II, Components, 4, Fuel tanks	



## EN ISO 25197:2012/A1:2014 - Small craft - Electrical/electronic control systems for steering, shift and throttle

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

Clauses/subclauses of this European Standard	Corresponding annexes/paragraphs of Directive 94/25/EC as amended by Directive 2003/44/EC	Comments
All	Annex I.A.2, Clause 5.4, Steering system	





## EN ISO 6185-1:2001 - Inflatable boats - Part 1: Boats with a maximum motor power rating of 4,5 kW

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

Clauses/sub-clauses of this European Standard	Corresponding annexes/ paragraphs of Directive 94/25/EC	Comments
4, 5.1, 5.2, 5.3, 5.4, 5.5, 5.11, 6.5, 6.6, 7.2, A.7, B.2	3.1 Structure	
5.7, 5.8	5.4 Steering system	
5.10, 7.3	3.9 Towing	
6.1, 6.4, A.3	3.6 Maximum load	
6.2, 6.9.2, 7.2, 7.4, A.7, B.4	4 Handling characteristics	
6.3	3.2 Stability	For Category D and C only.
6.7, 6.9, 6.10	3.3 Buoyancy and flotation	
6.8, A.6	2.3 Means of reboarding	
6.11	2.4 Visibility for steering	
7.5, 5.6	3.5 Flooding	
9	2.5 Owner's manual	



## 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)

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

Clauses/sub-clauses of this European Standard	Corresponding annexes/ paragraphs of Directive 94/25/EC	Comments
4, 5.1, 5.2, 5.3, 5.4, 5.5, 5.11, 6.5, 6.6, 7.2, A.2	3.1 Structure	
5.7, 5.8	5.4 Steering system	
5.10, 7.4	3.9 Towing	
6.1, 6.4, A.3	3.6 Maximum load	
6.2, 6.9.2, 7.2, 7.3, 7.5, A.4	4 Handling characteristics	
6.3	3.2 Stability	Design Category D and C only. Apply EN ISO 12217 for Category B or A.
6.7, 6.9, 6.10	3.3 Buoyancy and flotation	
6.8	2.3 Means of reboarding	
6.11	2.4 Visibility for steering	
7.6, 5.6	3.5 Flooding	
9	2.5 Owner's manual	



## EN ISO 6185-3:2014 - Inflatable boats - Part 3: Boats with a hull length less than 8 m with a motor rating of 15 kW and greater

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

Clauses/sub-clauses of this European Standard	Corresponding annexes/paragraphs of Directive 94/25/EC	Comment	Clauses/sub-clauses of this European Standard	Corresponding annexes/paragraphs of Directive 94/25/EC	Comment
9	2.1 Craft identification		-	3.8 Escape	Not applicable – Only for craft over 12 m
9	2.2 Builder's plate				
6.2; 7.9; 7.14; 10	2.3 Protection from falling overboard and means of reboarding		6.9; 6.15	3.9 Anchoring, mooring and towing	
7.10	2.4 Visibility from the main steering position		7.8; 8.3; 8.6	4 Handling characteristics	
10	2.5 Owner's manual		6.12; 6.14;	5.1 Engines and engine spaces	
5; 6.1; 6.2; 6.3; 6.4; 6.5; 6.6; 6.8; 6.10; 6.15; 7.6; 7.7; 7.12; 7.13; 8	3.1 Structure		6.12; 6.13; 6.14	5.2 Fuel system	
7.3; 7.4	3.2 Stability and freeboard	Design Category B, C and D only. Apply EN ISO 12217 for Category A	6.11	5.3 Electrical system	
6.4; 7.4; 7.5; 7.6	3.3 Buoyancy and flotation		6.8; 7.13	5.4 Steering system	
6.17	3.4 Openings in hull, deck and superstructure		6.18	5.5 Gas system	
6.7; 7.3; 7.4; 8.5; 8.7	3.5 Flooding		6.12; 6.16	5.6 Fire protection	
7.1; 7.2	3.6 Manufacturer's maximum recommended load		6.19	5.7 Navigation lights	
7.11	3.7 Liferaft stowage		6.7; 6.20;	5.8 Discharge prevention and installations facilitating the delivery ashore of waste	



## EN ISO 7840:2013 - Small craft – Fire-resistant fuel hoses

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

Clause(s)/sub-clause(s) of this standard	Essential Requirements (ERs) of EU Directive 94/25/EC as amended by Directive 2003/44/EC	Qualifying remarks/Notes
All clauses	Annex I A, Clause 5.1.1, Inboard Engine Annex I A, Clause 5.2.1, Fuel system, General Annex I A, Clause 5.6.1, Fire protection, General Annex II, Components, 4	This standard is relevant in respect of fuel filling lines and fuel vent lines installed both inside and outside the engine compartment.  It does not apply to hoses installed entirely within the splash well and connected directly to an outboard engine.



## EN ISO 8469:2013 - Small craft – Non-fire-resistant fuel hoses

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

Clause(s)/sub-clause(s) of this standard	Essential Requirements (ERs) of EU Directive 94/25/EC as amended by Directive 2003/44/EC	Qualifying remarks/Notes
All clauses	Annex I A, Clause 5.2.1, Fuel system, General Annex I A, Clause 5.6.1, Fire protection, General Annex II, Components, 4	This standard is relevant only in respect of fuel filling lines and fuel vent lines installed outside the engine compartment.  It is also suitable for petrol distribution and return hoses installed entirely within the splash well and connected to an outboard engine.



## EN ISO 8665:2006 - Small craft - Marine propulsion reciprocating internal combustion engines - Power measurements and declarations

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

Clauses/Sub-clause(s) of this European Standard	Essential Requirements (ERs) of EU Directive 94/25/EC as amended by Directive 2003/44/EC	Qualifying remarks/Notes
All	Annex I; A, Clause 4 Annex I; B, Clause 4, b	Propulsion engine power is to be measured in accordance with this standard.



## EN ISO 8666:2002 - Small craft - Principal data

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

Clauses/sub-clauses of this European Standard	Corresponding annexes/ paragraphs of Directive 94/25/EC	Comments
All clauses	As appropriate	Defines principal boat dimensions and data
4.2.2	Article 1, clause 2, Article 8, clause 1, 2, 3, Annex 1, clause 3.3, 3.8	Hull length measurement



## EN ISO 8847:2004 - Small craft - Steering gear - Cable and pulley systems

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

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 ISO 8849:2003 - Small craft - Electrically operated direct-current bilge-pumps

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

Clauses/sub-clauses of this European Standard	Corresponding annexes/paragraphs of Directive 94/25/EEC	Comments
All clauses	Annex I, Clause 3.5, Flooding Annex I, Clause 5.3, Electrical system	Electric bilge pumps in compliance with this standard are designed to be suitable for recreational craft
4.2	Annex II, Components, 1, Ignition-protected equipment for inboard and stern drive engines	



## EN ISO 9093-1:1997 - Small craft – Seacocks and through-hull fittings – Part 1: Metallic (ISO 9093-1:1994)

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

### Part1:1997 Metallic

Clauses of EN ISO 9093-1:1997	Corresponding clauses of RCD	Comments
3, 4, 5, 6, 7, & 9.	Annex 1, Clause 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 1, Clause 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 1, 3.1 - Structure and Annex 1, 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 1, 3.3 - Buoyancy and flotation and Annex 1, 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

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

Clauses of EN ISO 9093-2:2002	Corresponding clauses of RCD	Comments
All clauses	Annex 1, 3.4 - Openings in hull Annex 1, 3.5 - Flooding	Risk of flooding from through hull fittings
10.1.1	Annex 1, 3.1 - Structure Annex 1, 3.4 - Openings in hull	Strength of hull at through hull fittings.
12	Annex 1, Clause 2.5 - Owner's Manual	



## EN ISO 9097:1994 - Small craft - Electric fans

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

Clauses of EN ISO 9097:1994/A1:2000	Corresponding clauses of RCD	Comments
All clauses	Annex I, Clause 5.1.2, Ventilation Annex I, Clause 5.2.2, Fuel system	The standard sets requirements for construction of electric fans intended for use on recreational craft.
4.2	Annex II, Components, 1	



## EN ISO 9097:1994/A1:2000 - Small craft - Electric fans

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

Clauses of EN ISO 9097:1994/A1:2000	Corresponding clauses of RCD	Comments
All clauses	Annex I, Clause 5.1.2, Ventilation Annex I, Clause 5.2.2, Fuel system	The standard sets requirements for construction of electric fans intended for use on recreational craft.
4.2	Annex II, Components, 1	



## EN 15609:2012 - LPG equipment and accessories - LPG propulsion systems for boats, yachts and other craft

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below.  
Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

**NOT AVAILABLE**



## EN 28846:1993 - Small craft - Electrical devices - Protection against ignition of surrounding flammable gases

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below.  
Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

**NOT AVAILABLE**



## EN 28846:1993/A1:2000 - Small craft - Electrical devices - Protection against ignition of surrounding flammable gases

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below.  
Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

**NOT AVAILABLE**





## EN 28848:1993 - Small craft - Remote steering systems

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

**NOT AVAILABLE**



## EN 29775:1993 - Small craft - Remote steering systems for single outboard motors of 15 kW to 40 kW power

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below.  
Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

**NOT AVAILABLE**



## EN 60092-507:2015 - Electrical installations in ships - Part 507 - Small vessels

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

**NOT AVAILABLE**



## EN ISO 10592:1995 - Small craft - Hydraulic steering systems

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

**NOT AVAILABLE**



## EN ISO 11547:1995 - Small craft - Start-in-gear protection

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

**NOT AVAILABLE**



## EN ISO 12215-5:2008 - Small craft - Hull construction and scantlings - Part 5: Design pressures for monohulls, design stresses, scantlings determination

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below.  
Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

**NOT AVAILABLE**



## EN ISO 12215-8:2009 - Small craft - Hull construction and scantlings - Part 8: Rudders

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

**NOT AVAILABLE**



## EN ISO 13590:2003 - Small craft - Personal watercraft - Construction and system installation requirements

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below.  
Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

**NOT AVAILABLE**





## EN ISO 14946:2001 - Small craft - Maximum load capacity

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

**NOT AVAILABLE**



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

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

**NOT AVAILABLE**



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

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below.  
Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

**NOT AVAILABLE**



## EN ISO 19009:2015 - Small craft - Electric navigation lights - Performance of LED lights

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

**NOT AVAILABLE**



## EN ISO 21487:2012 - Small craft - Permanently installed petrol and diesel fuel tanks

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

**NOT AVAILABLE**



## EN ISO 21487:2012/A1:2014 - Small craft - Permanently installed petrol and diesel fuel tanks

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

**NOT AVAILABLE**



## EN ISO 21487:2012/A2:2015 - Small craft - Permanently installed petrol and diesel fuel tanks

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

**NOT AVAILABLE**



## EN ISO 25197:2012 - Small craft - Electrical/electronic control systems for steering, shift and throttle

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

**NOT AVAILABLE**





## EN ISO 6185-4:2011 - Inflatable boats – Part 4: Boats with a hull length of between 8 m and 24 m with a motor power rating of 15 kW and greater (ISO 6185- 4:2011, Corrected version 2014-08-01)

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

**NOT AVAILABLE**

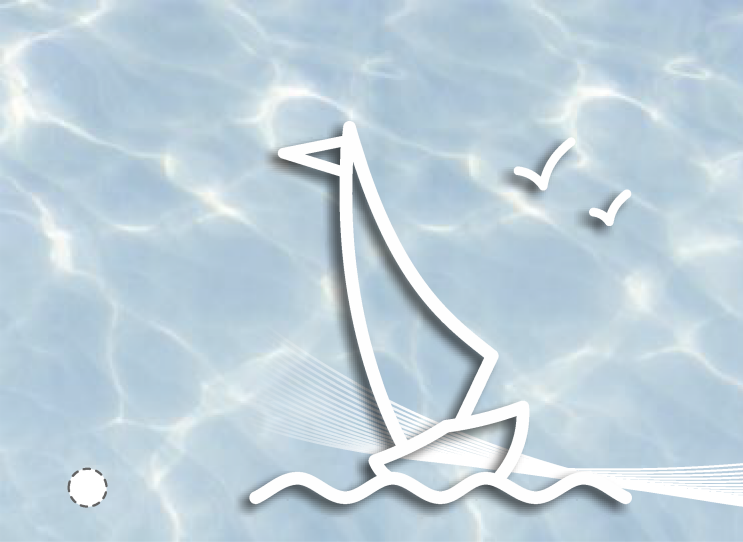


## EN ISO 8847:2004/AC:2005 - Small craft - Steering gear Cable and pulley systems

Annex ZA - relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU - is reported in the table below. Please note that in some cases Annex ZA could be referred to Directive 94/25/EC.

**NOT AVAILABLE**





# GUIDELINES 2017

## **PART 6:** RECOMMENDATIONS FOR USE DIRECTIVE LEGAL INTERPRETATIONS





## RFU (Recommendation for Use)

Means a technical solution recommended by the Coordination Group of Notified Bodies to uniformly apply the conformity assessment as well as other technical issues deriving from the Recreational Craft Directive 2013/53/EU.

## ERFU (Endorsed Recommendation for Use)

Means Recommendation for Use discussed and endorsed by the RCD Committee members (Member States authorities and the Commission services).

## DLI (Directive Legal Interpretation)

Means a Commission services' interpretation of a Directive's legal issue. The interpretation is just a recommended guidance.



## TABLE OF RECOMMENDATIONS FOR USE AND DIRECTIVE LEGAL INTERPRETATIONS

RCD 2013/53/EU		ERFU	RFU	DLI
Chapters	Articles			
1. GENERAL PROVISIONS	Article 1 Subject matter Article 2 Scope Article 3 Definitions Article 4 Essential requirements Article 6 Free movement	ERFU # 65r1 ERFU # 136r1, ERFU # 92r1, ERFU # 34r1, ERFU # 127r1, ERFU # 106r1 ERFU # 64r1, ERFU # 90r1, ERFU # 137r1 ERFU # 64r1, ERFU # 130r1, ERFU # 56r1 ERFU # 120r1	RFU # 122r2, RFU # 104r2 RFU # 132r4  RFU # 69r3	DLI # 015r4, DLI # 013r4
2. OBLIGATIONS OF ECONOMIC OPERATORS AND PRIVATE IMPORTERS	Article 7 Obligations of manufacturers Article 9 Obligations of importers Article 12 Obligations of private importers	ERFU # 20r1, ERFU # 103r1 ERFU # 103r1		DLI # 014r4  DLI # 014r4
3. CONFORMITY OF THE PRODUCT	Article 14 Presumption of conformity Article 17 Products subject to CE marking Article 18 Rules and conditions for affixing the CE marking	ERFU # 85r1  ERFU # 73r1		DLI # 008r2 DLI # 013r4
4. CONFORMITY ASSESSMENT	Article 19 Applicable conformity assessment procedures Article 20 Design and construction Article 21 Exhaust emissions Article 22 Noise emissions Article 23 Post-construction assessment Article 24 Supplementary requirements	ERFU # 119r1, ERFU # 136r1, ERFU # 15r1, ERFU # 58r1, ERFU # 59r1, ERFU # 98r1 ERFU # 119r1, ERFU # 43r1, ERFU # 44r1, ERFU # 78r1, ERFU # 81r1, ERFU # 83r1 ERFU # 119r1, ERFU # 43r1, ERFU # 68r1, ERFU # 81r1 ERFU # 119r1, ERFU # 81r1 ERFU # 119r1, ERFU # 98r1 ERFU # 119r1, ERFU # 15r1, ERFU # 32r1, ERFU # 58r1, ERFU # 78r1, ERFU # 7r1, ERFU # 81r1	RFU # 128r2 RFU # 128r2 RFU # 128r2 RFU # 128r2 RFU # 128r2 RFU # 128r2, RFU # 122r2	
9. FINAL AND TRANSITIONAL PROVISIONS	Article 54 Transposition Article 55 Transitional period Article 56 Repeal			DLI # 017r2, DLI # 018r1 DLI # 011r4, DLI # 017r2, DLI # 018r1 DLI # 011r4



RCD 2013/53/EU		ERFU	RFU	DLI
Chapters	Articles			
ANNEX I ESSENTIAL REQUIREMENTS	Article 58 Addressees  Explanatory notes 2. GENERAL REQUIREMENTS 3. INTEGRITY AND STRUCTURAL REQUIREMENTS 4. HANDLING CHARACTERISTICS 5. INSTALLATION REQUIREMENTS B. Essential requirements for exhaust emissions from propulsion engines 4. OWNER'S MANUAL 2. OWNER'S MANUAL	ERFU # 28r1, ERFU # 58r1 ERFU # 28r1 ERFU # 68r1 ERFU # 103r1 ERFU # 85r1, ERFU # 138r1, ERFU # 32r1, ERFU # 40r1, ERFU # 56r1, ERFU # 96r1, ERFU # 22r1, ERFU # 76r1, ERFU # 118r1, ERFU # 70r1, ERFU # 87r1 ERFU # 114r1 ERFU # 50r1, ERFU # 55r1, ERFU # 120r1, ERFU # 23r1, ERFU # 80r1, ERFU # 22r1, ERFU # 25r1, ERFU # 30r1, ERFU # 135r1, ERFU # 77r1, ERFU # 89r1, ERFU # 139r1, ERFU # 93r1, ERFU # 27r1, ERFU # 94r1 ERFU # 68r1 ERFU # 103r1 ERFU # 103r1	RFU # 39r3, RFU # 148r1 ERFU # 85r1, RFU # 143r1 RFU # 145r1, RFU # 146r1 RFU # 122r2, RFU # 102r3, RFU # 142r1, RFU # 144r1, ERFU # 30r1, RFU # 148r1, ERFU # 55r1, RFU # 71r2, ERFU # 93r1, RFU # 140r1  ERFU # 103r1	
ANNEX II COMPONENTS OF WATERCRAFT	3. DURABILITY (1) Ignition-protected equipment for inboard and stern drive petrol engines and petrol tank spaces; (3) Steering wheels, steering mechanisms and cable assemblies; (4) Fuel tanks intended for fixed installations and fuel hoses; 5) Prefabricated hatches, and port lights.	ERFU # 101r1, ERFU # 116r1, ERFU # 117r1, ERFU # 26r1, ERFU # 50r1, ERFU # 58r1, ERFU # 77r1  ERFU # 26r1, ERFU # 96r1, ERFU # 123r1, ERFU # 15r1, ERFU # 17r1, ERFU # 7r1	RFU # 144r1 RFU # 148r1 RFU # 115r4 RFU # 148r1 ERFU # 96r1	
ANNEX II CONFORMITY ASSESSMENT PROCEDURES- Decision n. 768/2008	5) Prefabricated hatches, and port lights. Module B EC-type examination	ERFU # 26r1, ERFU # 96r1, ERFU # 123r1, ERFU # 15r1, ERFU # 17r1, ERFU # 7r1 ERFU # 58r1	ERFU # 96r1	
ANNEX VI SUPPLEMENTARY REQUIREMENTS WHEN INTERNAL PRODUCTION CONTROL PLUS SUPERVISED PRODUCTION TESTS SET OUT IN MODULE A1 IS USED (ARTICLE 24(2))	The declaration by the manufacturer or the importer established in the Union referred to in Article ...	ERFU # 59r1, ERFU # 7r1		
ANNEX VII CONFORMITY OF PRODUCTION ASSESSMENT FOR EXHAUST AND NOISE EMISSIONS	Noise emissions	ERFU # 108r1		





RCD 2013/53/EU		ERFU	RFU	DLI
Chapters	Articles			
ANNEX VIII SUPPLEMENTARY PROCEDURE TO BE APPLIED UNDER CONFORMITY TO TYPE BASED ON INTERNAL PRODUCTION CONTROL (MODULE C)	2. The arithmetical mean X of the results obtained from the sample shall be calculated for each regu...	ERFU # 108r1, ERFU # 84r1		
ANNEX V EQUIVALENT CONFORMITY BASED ON POST-CONSTRUCTION ASSESSMENT (MODULE PCA)	An engine is taken from the series and subjected to the test described in Part B of Annex I. Test en...	ERFU # 119r1, ERFU # 15r1, ERFU # 59r1		



<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 7 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: N/A Date: <b>2017-03-08</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44th RSG Committee Meeting

Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU Article: 24 Annex: VI	Standard:	Other: Decision 768/2008/EC, annex II
Key Words: Modules, assessment, stability		

**Scenario/Questions:**

What kind of assessment does the NB have to carry out under Module A1 for stability?

**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 Annex I Essential Requirements A.3.2 & A.3.3.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 15 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: N/A Date: <b>2017-03-08</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU Article: 24 Annex: V & Articles 19 to 23	Standard:	Other: Decision 768/2008/EC, annex II
Key Words: conformity assessment modules, documents, reports, certificates, post-construction		

**Scenario/Questions:**

What kind of documents shall be issued by the Notified Body under the different conformity assessment modules?

**Recommended Solution:**

Only the following document titles shall be used :

- Module A1: Examination report – Noise emission
- Module A1: Examination report – Stability and buoyancy
- Module B: EU-Type - Examination Certificate
- Module D: Quality system assessment decision - Production
- Module E: Quality system assessment decision - Product
- Module F: Certificate of Conformity
- Module G: Certificate of Conformity
- Module H: Quality system assessment decision
- Post Construction Assessment: PCA Certificate supported by a Report of Conformity

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 17
	<b>Recreational Craft Sectoral Group</b>	Revision No.: 01
<b>ERFU</b>	CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG: 118
		Date: <b>2016-11-14</b> Page: 1/1

Approved by RSG Committee at the 44th RSG Committee meeting  
Endorsement 6 September 2016

Question related to		
Directive No.: 2013/53/EU Article: 24 Annex:	Standard:	Other: Decision 768/2008/EC, Annex II
Key Words: module B, verify the manufacturing, conformity, technical documentation, visiting the workshop		

**Scenario/Questions:**

According to conformity assessment module B, the NB shall verify that the type has been manufactured in conformity with the technical documentation.  
Is it obligatory to visit the manufacturer's workshop at least once after the end of the production?

**Recommended Solution:**

1. Yes. 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 to assess whether the manufacturer puts the laminating schedule into practice.
2. To verify that a type with a non-laminated or moulded construction (such as fabricated steel, aluminium) has been manufactured in conformity with the technical documentation, the Notified Body shall assess the final hull and deck construction at or away from the workshop.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 20
	<b>Recreational Craft Sectoral Group</b>	Revision No.: 01
<b>ERFU</b>	CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 068
		Date: <b>2017-03-08</b> Page: 1/1

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting  
Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU Article: 7.2 Annex: IV	Standard:	Other: chapter 4.4 Blue Guide
Key Words: Declaration, Conformity, Manufacturer, Representative		

**Scenario/Questions:**

Can a manufacturer located outside EU sign the Declaration of Conformity?

**Recommended Solution:**

A manufacturer located outside EU shall draw up and sign the Declaration of Conformity. An authorised representative inside the EU can assume this responsibility as well.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 22 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 073 Date: <b>2017-03-08</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44th RSG Committee Meeting  
Editorial improvements at the 34th CAP Subgroup Meeting

Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU	Standard:	Other:
Article:	EN ISO 10088:2013	
Annex:	EN ISO 9093-1:2002 EN ISO 9093-2:2002	
Key Words: Clamps		

**Scenario/Questions:**

Does an "ear clamp" meet the standards' requirements:

- to be "re-usable" and ,
- not to depend "solely on spring tension"?

**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 & explosion (Annex I A.5.2.1).

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 23 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: N/A Date: <b>2017-03-08</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44th RSG Committee Meeting

Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU	Standard:	Other:
Article:	EN ISO 10088:2013	
Annex: I, A.5.2		
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 the conditions given in EN ISO 10088:2013.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 25 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 95  Date: <b>2017-03-08</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting  
Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU	Standard: EN ISO 10088:2013	Other:
Article: Annex: I.A.5.2.1		
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 10088:2013 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 ER for a fuel filter or a metal covered filter with internal plastic parts is if such filters comply with harmonized standard EN ISO 10088:2013.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 26 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 100  Date: <b>2017-03-08</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting  
Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU	Standard:	Other:
Article: Annex: II.5		
Key Words: Pre-fabricated hatches and portlights		

**Scenario/Questions:**

There are many small ports giving access to valves, junction boxes, pipe connections and sealed compartments. They are located on decks, in cockpits and on bulkheads and described as:

- inspection covers
- inspection ports
- deck plates

They vary in sizes from 100mm to 300mm clear opening.

Are these components intended to be part of Annex II.5?

**Recommended Solution:**

Inspection covers, inspection ports and deck plates are not covered by Annex II.5.

They shall comply with Annex I.A.3.4.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 27 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 101 Date: <b>2017-03-08</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU	Standard:	Other:
Article: Annex: I.A.5.7		
Key Words: Navigation light, COLREG		

**Scenario/Questions:**

Is it sufficient for CE certification of watercraft if the navigation lights meet the COLREG 1972?

Some countries have adopted different standards according to Annex I, b in COLREG 1972. 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 watercraft 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 COLREG 1972.

“COLREG 1972: Annex I, point 14:  
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.”

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 28 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 109 Date: <b>2017-03-08</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU	Standard:	Other:
Article: Annex: I.A.1		
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.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 30 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 102 Date: <b>2017-03-08</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44th RSG Committee Meeting

Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU Article: Annex: I A.5.2.1	Standard: EN ISO 10088:2013	Other:
Key Words: Fuel System, Engine		

**Scenario/Questions:**

Annex I A.5.2.1 refers to fuel supply arrangements and installations in general while EN ISO 10088 excludes the engine unit itself.

Does Annex I A.5.2.1 apply to fuel supply arrangements and installations on the engine?

**Recommended Solution:**

Yes, Annex I A.5.2.1 applies to fuel supply arrangements and installations on the engine.

The standard quoted, EN ISO 10088:2013, refers to the supply arrangements and not to the engine units. Engine-mounted fuel supply components are covered by EN ISO 16147:2002/A1:2013 for inboard diesel engines and by EN ISO 15584:2001 for inboard petrol engines.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 32 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 122 Date: <b>2017-03-08</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44th RSG Committee Meeting

Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU Article: 24 Annex: I, A.3.2 and 3.3, VI	Standard:	Other: Decision 768/2008/EC, annex II
Key Words: Stability, buoyancy, flotation		

**Scenario/Questions:**

When tests according to point 3.2 (Stability) and 3.3 (Buoyancy & Flotation) of the essential requirements are carried out in module A1, 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 a Notified Body:

- 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.



<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 34
	<b>Recreational Craft Sectoral Group</b>	Revision No.: 01
<b>ERFU</b>	CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT	Origin PFE/IDG.: N/A
	<b>Recreational Craft Directive 2013/53/EU</b>	Date: <b>2017-03-08</b>
		Page: 1/1

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting  
 Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU Article: 2 (1) a Annex:	Standard:	Other:
Key Words: Inflatables, non-reinforced PVC		

**Scenario/Questions:**

Are inflatables of non-reinforced PVC to be considered as recreational craft in the sense of the RCD ?

**Recommended Solution:**

In the sense of the RCD 2013/53/EU inflatables of non-reinforced PVC are to be considered as recreational craft.

<b>RSG</b>	<b>RECOMMENDATION FOR USE</b>	RFU No.: 39
	<b>Recreational Craft Sectoral Group</b>	Revision No.: 03
<b>RFU</b>	CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT	Origin PFE/IDG.: 137
	<b>Recreational Craft Directive 2013/53/EU</b>	Date: <b>2017-04-20</b>
		Page: 1/1

Approved by RSG Committee at 45<sup>th</sup> RSG Committee Meeting

Question related to		
Directive No.: 2013/53/EU Article: Annex: I, A.2.1	Standard:	Other: Implementing Regulation (EU) 2017/1 of 3 January 2017 procedures for Watercraft Identification
Key Words: Watercraft Identification Number		

**Scenario/Questions:**

A watercraft is built outside the EU and marked by a craft identification number according to a third country (non-EU) The manufacturer wants to export that watercraft's model to the EU. He fulfils all requirements of the Directive, including its Implementing Regulations and affixes the Watercraft Identification Number in accordance to the Directive 2013/53/EU.

May this boat show both numbers?

**Recommended Solution:**

Yes.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 40 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 134 Date: <b>2017-03-08</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44th RSG Committee Meeting

Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU Article: Annex: I, A.3.2	Standard:	Other:
Key Words: Acceptable standards other than EN		

**Scenario/Questions:**

Considering the RCD Art.14, Blue Guide Part 4.1.2 and the RSG Guidelines, 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 ER of the Directive is fulfilled or not.

May standards other than EN 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 8178-4:2007 for the exhaust emissions test cycles).

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 article14. 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).”

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 43 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 147 Date: <b>2017-03-08</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44th RSG Committee Meeting

Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU Article: 20 and 21 Annex:	Standard:	Other: Decision 768/2008/EC, annex II
Key Words: EC type examination (Module B)		

**Scenario/Questions:**

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.

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 cannot withdraw an EC -type examination certificate on this basis. Unit Verification certificates (module G) should only be issued at manufacturer's request.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>		ERFU No.: 44
	<b>Recreational Craft Sectoral Group</b>		Revision No.: 01
<b>ERFU</b>	CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT		Origin PFE/IDG.: 142
	<b>Recreational Craft Directive 2013/53/EU</b>		Date: <b>2017-03-08</b>
			Page: 1/1

Approved by RSG Committee at the 44th RSG Committee Meeting  
 Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU	Standard:	Other:
Article: 20		
Annex:		
Key Words: Kit boats		

**Scenario/Questions:**

Are Kit boats covered by the RCD?

**Recommended Solution:**

Yes, 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.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>		ERFU No.: 50
	<b>Recreational Craft Sectoral Group</b>		Revision No.: 01
<b>ERFU</b>	CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT		Origin PFE/IDG.: 146
	<b>Recreational Craft Directive 2013/53/EU</b>		Date: <b>2017-03-08</b>
			Page: 1/1

Approved by RSG Committee at the 44th RSG Committee Meeting  
 Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU	Standard:	Other:
Article:	EN ISO 15584: 2001	
Annex: I.A.5.1.1 & II		
Key Words: Ignition protection		

**Scenario/Questions:**

Should petrol inboard and sterndrive engines be ignition protected and are they Annex II components?

**Recommended Solution:**

Yes, petrol inboard and sterndrive engines should be ignition protected.  
 No, engines are not Annex II components

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 55 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 156 Date: <b>2017-03-08</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting  
Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU Article: Annex: I, A. 5.1.2, 5.2 & 5.3	Standard: EN ISO 11105:1997 EN ISO 10088:2013	Other:
Key Words: Ignition Protection / compartments open to atmosphere		

**Scenario/Questions:**

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 10088:2013 in §4.1.4 it says that "Petrol engine compartments and petrol tank compartments shall have ventilation and ignition protection in accordance with ISO 11105 and ISO 8846".

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.

This RFU will be withdrawn once ISO 11105 brings clarity to this.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 56 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 163 Date: <b>2017-03-08</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting  
Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU Article: 4.1 Annex: I, A.3.4	Standard: ISO 12216:2002	Other:
Key Words: Sliding roof hatches and cabin doors		

**Scenario/Questions:**

Sliding roof hatches and cabin doors that can not be secured in open position may in heavy seas and at maneuvering 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 4, clause 1 of the RCD requires that products referred to in article 1 shall not endanger the safety and health of persons when correctly constructed and maintained.

Is a lock for the open position needed?

**Recommended Solution:**

Lock for open position of sliding roof hatches and cabin doors to be recommended

This RFU will be withdrawn once ISO 12216 brings clarity to this.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 58
	<b>Recreational Craft Sectoral Group</b>	Revision No.: 01
<b>ERFU</b>	CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 158
		Date: <b>2017-03-08</b> Page: 1/1

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU Article: 19, 24 Annex: I, II, VI	Standard:	Other: Decision 768/2008/EC, annex II
Key Words: product modification during production		

**Scenario/Questions:**

There are two forms of product 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 ERs, an addition to the EC type examination certificate must be issued. This scenario is stated in Annex II, Module B.7 of Decision No 768/2008/EC.
2. Modification of a product (Module A or A1): The manufacturer changes the product, rather than the product type. When he modifies the product to such extent that it would affect the ERs, the watercraft could be considered as a new product which needs a re-assessment.

Is the understanding of both cases above correct?

Do modifications that affect the ER in a positive way need to be re-assessment?

**Recommended Solution:**

If compliance with the ERs is affected by the modification, the product should be re-assessed.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 59
	<b>Recreational Craft Sectoral Group</b>	Revision No.: 01
<b>ERFU</b>	CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 166
		Date: <b>2016-11-14</b> Page: 1/1

Approved by RSG Committee at the 44th RSG Committee meeting

Endorsement 6 September 2016

Question related to		
Directive No.: 2013/53/EU Article: 19 Annex: V, VI	Standard:	Other: Decision 768/2008/EC, annex II
Key Words: Non-conformity, reassessment		

**Scenario/Questions:**

When non-conformity has been found on board the watercraft during an inspection, what are acceptable ways for the manufacturer to prove compliance of his product after the changes?

**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.

If the solution provided is not to the satisfaction of the NB, a re-inspection shall be carried out.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 64 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 178 Date: <b>2017-03-08</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU Article: 4 Annex: I	Standard:	Other:
Key Words: Compliant and non-compliant systems installed on board in parallel		

**Scenario/Questions:**

A watercraft is under RCD assessment. The manufacturer installs two a devices covering the same function. One of them, device # 2, is not in compliance with the RCD.

The owner's manual shows the caution note: Please use device # 2 only when outside EU. Is this approach in accordance with the RCD?

**Recommended Solution:**

No. (See RCD Article 4 on Essential requirements)  
Both parallel devices have to comply with the RCD requirements.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 65 Revision No.: 01 Origin PFE/IDG: 179
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Date: <b>2016-11-14</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44th RSG Committee meeting

Endorsement 6 September 2016

Question related to		
Directive No.: 2013/53/EU Article: Ch. I, Art. 1 Annex:	Standard:	Other:
Key Words: Powered remote controlled unmanned device		

**Scenario/Questions:**

A manufacturer is about to get the assessment 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 watercraft; engine, fuel system, steering et cetera.

Is it a watercraft covered by the RCD?

**Recommended Solution:**

No, it is not a watercraft covered by the RCD.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 68 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 185 Date: <b>2017-03-08</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU Article: 21 Annex: I.B	Standard:	Other:
Key Words: Exhaust gas emissions from engines running on petrol, Diesel and LPG		

**Scenario/Questions:**

An engine manufacturer has an engine model that can run on multiple types of fuel (i.e. petrol, Diesel and LPG).

Does this engine need assessment for each type of fuel?

**Recommended Solution:**

Yes, due the fact that a worst case scenario cannot be defined covering all types of emission components

<b>RSG</b>	<b>RECOMMENDATION FOR USE</b>	RFU No.: 69 Revision No.: 3
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 189 Date: <b>2017-04-20</b> Page: 1/1
<b>RFU</b>		

Approved by RSG Committee at 45<sup>th</sup> RSG Committee Meeting

Question related to		
Directive No.: 2013/53/EU Article: 6.4 and 15.3 Annex: I.B and IV.9	Standard:	Other: Directive 97/68/EC Regulation (EC) No 595/2009
Key Words: Exhaust emission, type approval, compression ignition engines which are type approved according to Directive 97/68/EC (stage III A, stage III B or stage IV or Regulation (EC) No 595/2009		

**Scenario/Questions:**

Article 6.4 refers to engines which are type-approved according to Directive 97/68/EC or Regulation (EC) No 595/2009. The engine manufacturer is required to declare the conformity with Directive 2013/53/EU in accordance with Annex IV.9 where appropriate before it is placed on the market and/or put into service.

The Declaration of Conformity (DoC) in Annex IV.9 requires the reference to a type approval.

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 Directive 97/68/EC keeping the limits of this directive, need no additional EC type examination certificate. The Declaration of Conformity (DoC) may refer to the existing type approval.
- Engines type approved according to Directive 97/68/EC or Regulation (EC) No 595/2009 keeping the limits of the mentioned legislation but modified for marine use after being type approved generally do not need to be assessed by a Notified Body for conformity with Directive 2013/53/EU, 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.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 70 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 186 Date: <b>2017-03-08</b> Page: 1/1
<b>ERFU</b>		

<b>RSG</b>	<b>RECOMMENDATION FOR USE</b>	RFU No.: 71 Revision No.: 02
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.:187 Date: <b>2016-05-04</b> Page: 1/1
<b>RFU</b>		

Approved by RSG Committee at the 44th RSG Committee Meeting  
Editorial improvements at the 34th CAP Subgroup Meeting

Endorsed by RCD Committee on 2017-01-19

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting

Question related to		
Directive No.: 2013/53/EU Article: Annex: I, A.3.8	Standard: ISO 9094: 2003 EN ISO 12216:2002	Other:
Key Words: Viable means of escape for multihull craft		

Question related to		
Directive No.: 2013/53/EU Article: Annex: I.A.5.4.2	Standard:	Other:
Key Words: Emergency arrangements for steering		

**Scenario/Questions:**

What is a viable means of escape?

A Text of ER 3.8 'Escape' of Annex I.A of the Directive:

*All habitable multihull recreational craft susceptible of inversion shall be provided with viable means of escape in the event of inversion. Where there is a means of escape provided for use in the inverted position, it shall not compromise the structure (ER 3.1), the stability (ER 3.2) or buoyancy (ER 3.3) whether the recreational craft is upright or inverted.*

*Every habitable recreational craft shall be provided with viable means of escape in the event of fire.*

**Scenario/Questions:**

*Annex I.A.5.4.2  
Emergency arrangements  
Every sailing recreational craft and single-propulsion engine non-sailing recreational craft with remote-controlled rudder steering systems shall be provided with emergency means of steering the recreational craft at reduced speed.*

Can an autopilot system be considered as an emergency system?

**Recommended Solution:**

**Technical view in the event of fire:**  
Means of escape in the event of fire is covered by ISO 9094.  
The specification of hatches is covered by EN 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 recreational 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 recreational craft in inverted position from each habitable compartment of the recreational craft.

**Recommended Solution:**

No, an autopilot system cannot be considered as an emergency system.



<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 73 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b>	Origin PFE/IDG: 193
<b>ERFU</b>	CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Date: <b>2017-03-08</b> Page: 1/2

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 73 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b>	Origin PFE/IDG: 193
<b>ERFU</b>	CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Date: <b>2017-03-08</b> Page: 2/2

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting  
Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU Article: 18.3 Annex:	Standard:	Other: Decision 768/2008/EC, annex 2 Regulation (EC) No 765/2008, Article 30
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 A1, 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 A1, G or H)?

**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.

Example:

**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*

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 76 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 188 Date: <b>2017-03-08</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting  
Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU	Standard:	Other:
Article: Annex: I, A.3.6		
Key Words: Max Recommended Load, Builders Plate		

**Scenario/Questions:**

Watercraft "grow" in weight over time for many reasons. GRP watercraft absorb water, all watercraft become dirty and larger habitable watercraft 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 the harmonised 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, Mmo 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?

**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.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 77 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 209 Date: <b>2017-03-08</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting  
Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU	Standard:	Other:
Article: Annex: I, A.5.4.1, II	ISO 8848:1990 EN ISO 10592:1995	
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.

Shall such steering systems be separately CE marked?

**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.

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting  
Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU Article: 20, 24 Annex:	Standard: EN ISO 8666:2002	Other: Decision 768/2008/EC, annex II
Key Words: Module B type approvals, procedures		

**Scenario/Questions:**

A watercraft manufacturer holds a EC-type-examination Module B certificate for his product. During the ongoing production process, this watercraft is changed 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.

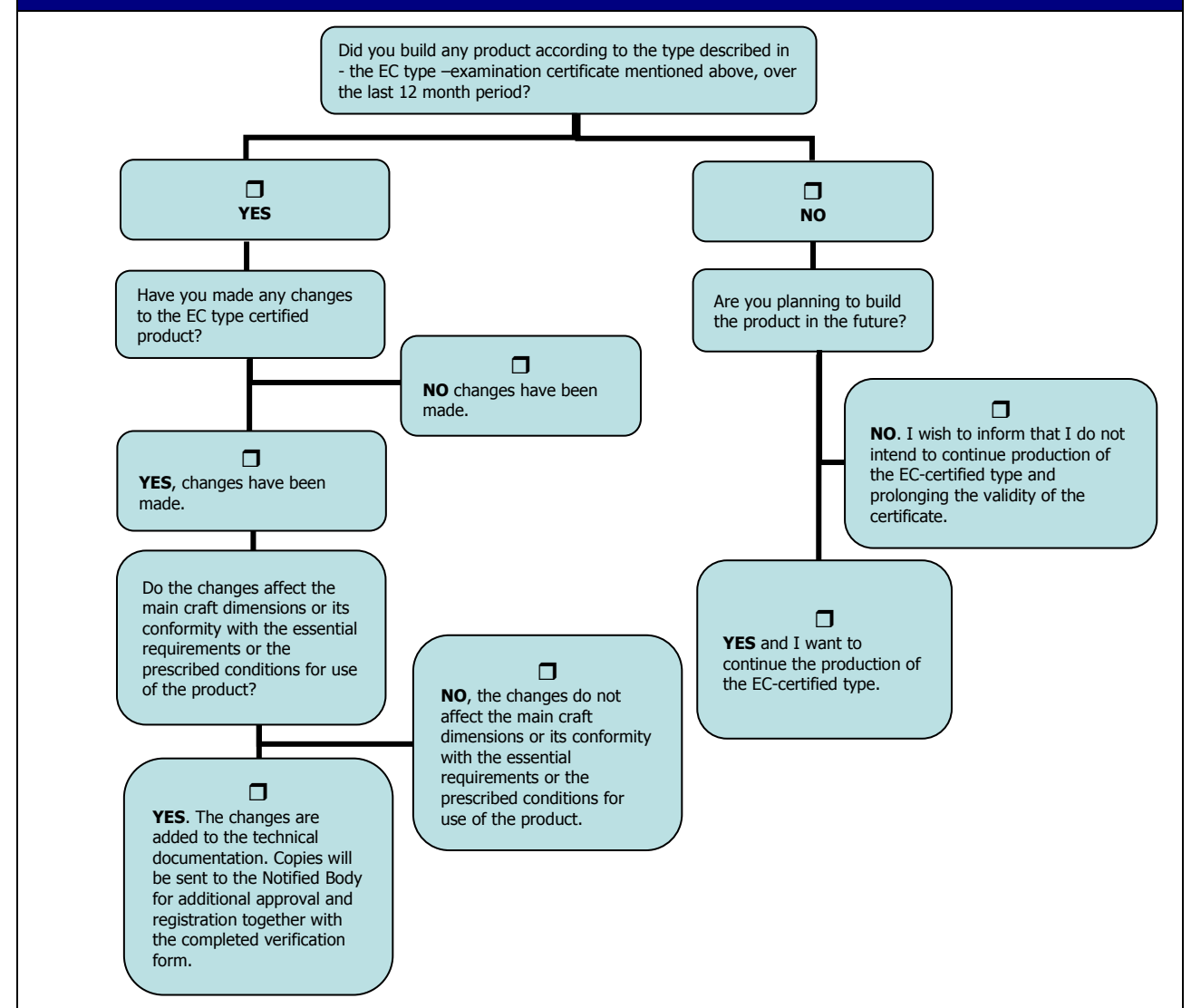
Watercraft manufacturers often apply the module C, declaration of conformity, without notifying the NoBo of the changes as required by Module B, – section 7 , ( Annex II of Decision No. 768/2008/EC). This may lead to non-relevance of the EC Type-Examination Certificates and to incorrect declarations of conformity as the product does not correspond to the certified or tested type anymore.

What procedures need to be followed by the EC type certificate holders in order to comply to the requirements?

**Recommended Solution:**

The intention of the following recommended procedure and form is to give exemplary guidance to the EC type certificate holder how to fulfil his obligations as outlined under Module B . However, Notified Bodies are free to accept different approaches to that proposed by their customers.

<b>Projectdata</b>	
<b>Reference :</b>	EC type-examination Certificate number:
<b>Producer :</b>	
<b>Contact :</b>	
<b>Address :</b>	
<b>Product :</b>	
<b>Design category :</b>	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 requirements concerning the performance and construction of the product.

If you have any questions or when in doubt, please contact your notified body.

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<b>Essential requirements for the design and construction of recreational craft</b>	
Modifications which affect the essential requirements as stated below have to be added to the technical documentation file. A copy of the modification has to be sent to notified body for assessment.	
1. Boat design categories	
2. General requirements	
2.1.	Watercraft identification
2.2.	Watercraft builder's plate
2.3.	Protection from 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
3.5.	Flooding
3.6.	Manufacturer's maximum recommended load
3.7.	Life raft stowage
3.8.	Escape
3.9.	Anchoring, mooring and towing

### Type Verification Form (RCD Annex 1A)

1. Handling characteristics	
2. Installation requirements	
5.1.	Engines and engine spaces
5.1.1.	Inboard engine
5.1.2.	Ventilation
5.1.3.	Exposed parts
5.1.4.	Outboard propulsion engine starting
5.1.5.	Personal watercraft running without driver
5.1.6.	Tiller-controlled outboard propulsion engines
5.2.	Fuel system
5.2.2.	Fuel tanks
5.3.	Electrical system
5.4.	Steering system
5.4.2.	Emergency steering arrangement
5.5.	Gas system
5.6.	Fire protection
5.6.2.	Fire-fighting equipment
5.7.	Navigation lights, shapes and sound signals
5.8.	Discharge prevention and installations facilitating the delivery ashore of waste
<b>Essential safety requirements for the design and construction of Components</b>	
1.	Ignition protected equipment for inboard and stern drive petrol engines and petrol tank spaces
2.	Start-in gear protection devices for outboard engines
3.	Steering wheels, steering mechanisms and cable assemblies
4.	Fuel tanks intended for fixed installation and fuel hoses
5.	Prefabricated hatches and port lights

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 80 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 211 Date: <b>2017-03-08</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting  
Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU Article: Annex: I.A.5.2	Standard: EN ISO 10088:2013 EN ISO 11192:2005	Other:
Key Words: Fuel filling point marking		

**Scenario/Questions:**

ISO 10088:2013 requires in 5.1.6:  
*"The fuel filling point shall be marked "petrol" or "diesel" and/or with a symbol specified in ISO 11192 to identify the type of fuel to be used ..."*

It occurs that additionally to the ISO symbol for "PETROL" the word "GAS" or "GASOLINE" is to be seen on the filling point.

Does this comply with ISO?

**Recommended Solution:**

No, it does not comply with ISO.

"GAS" or "GASOLINE" is not a fuel type designation according to ISO and shall not be displayed together with the ISO 11192 symbol for "PETROL". Either "PETROL" or "DIESEL" shall be displayed and/or the corresponding ISO symbol.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 81 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 206 Date: <b>2017-03-08</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting  
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Question related to		
Directive No.: 2013/53/EU Article: 20, 21, 22, 24 Annex:	Standard:	Other: Decision 768/2008/EC, annex II
Key Words: Validity of certificates		

**Scenario/Questions:**

Many new and Global Approach Directives often set periods of validity for certificates.

May EC Type Examination certificates (Module B) and Examination Reports (module A1) be limited by a period-of-validity in the sense of a condition?

**Recommended Solution:**

No, a period of validity may not be settled for EC Type Examination certificates (Module B) and Examination Reports (Module A1) on a default basis. Special reasons could require limiting the period of validity. These should be agreed with the applicant.  
However, manufacturers should have a clear, predefined procedure in place to update the certification on changes in product design and manufacture, as well as the technical specification on which the product is based.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 83 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 214 Date: <b>2017-03-08</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting  
Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU Article: 20.2 Annex:	Standard: EN 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.  
  
How should the design category be determined?

**Recommended Solution:**

It is up to the manufacturer to choose the design category.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 84 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 215 Date: <b>2017-03-08</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting  
Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU Article: Annex: IX	Standard:	Other:
Key Words: Technical documentation, distribution		

**Scenario/Questions:**

According to the provisions of the Recreational Craft Directive, 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?

**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 the paragraph dealing with "confidentiality" in the accreditation standards and to Article 30 of the Recreational Craft Directive.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 85 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 216 Date: <b>2017-03-08</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU Article: 14 Annex: 1 A 3.1	Standard: EN ISO 12215-5:2000	Other:
Key Words: Presumption of conformity, harmonisation of ISO 12215-5, Annex I.A.3.1. "Structure" 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 watercraft manufacturers has used for many years 5,0 mm without any structural failures.

ISO 12215-5 is harmonised.

Which bottom plate thickness shall be chosen?

**Recommended Solution:**

The watercraft manufacturer may continue to apply one of the approaches as given in Annex I.A.3.1.

"Structure" of the RSG Guidelines to determine the scantlings of his product

Only the harmonised standards provide presumption of conformity and RSG urges manufacturers and Notified Bodies to use harmonised standards.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 87 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/ID. 219 Date: <b>2017-03-08</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU Article: Annex: I.A3.8	Standard: EN ISO 12216:2002	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 standard ISO 12216:2002 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 standard ISO 12216 in area 1 acceptable as escape for multihull knowing that there is no prescription regarding the number of closing device?

**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.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 89 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 221 Date: <b>2017-03-08</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU	Standard:	Other:
Article: Annex: I.A.5.4.2		
Key Words: Remote-controlled rudder steering system		

**Scenario/Questions:**

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.

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

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 90 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 212 Date: <b>2017-03-08</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU	Standard:	Other:
Article: 3 Annex:	EN ISO 8666:2002	
Key Words: Length of hull – Tolerances for verification of the hull length of series production craft (for all modules but modules A, A1, B and G)		

**Scenario/Questions:**

EN ISO 8666:2002 in clause 8.1 allows +/- 1% tolerance for the individual watercraft compared to the length of hull as stated in the Technical Documentation of the watercraft type.

How to treat a watercraft, where the individual length of hull is within +/-1% of one of the limits which are essential for determination whether the RCD is applicable at all, respectively which modular choice is applicable or which standard is relevant?

**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 in EN ISO 8666:2002 apply.



<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 92 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 224 Date: <b>2017-03-08</b> Page: 1/2
<b>ERFU</b>		

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU Article: II Annex:	Standard: EN ISO 10088:2001 EN ISO 21487:2006	Other: Decision 768/2008/EC, annex II
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).

Is this concept of a tank family in accordance with annex II of Decision 768/2008/EC?

If yes, what parameters need to be considered in order to establish a tank family?

**Recommended Solution:**

Answer to question 1

Yes, a concept of a tank family is in accordance with annex II of Decision 768/2008/EC. Decision 768/2008/EC in annex II (module B) states:  
*"A notified body examines the technical design of a product and verifies and attests that the technical design of the product meets the requirements of the legislative instrument that apply to it."*  
 ....  
*"The application shall include: the specimens representative of the production envisaged. The notified body may request further specimens if needed for carrying out the test programme."*

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.

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

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 93 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 218 Date: <b>2017-03-08</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU Article: Annex: I.A.5.5	Standard: EN ISO 10239:2014	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 225g 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 nonreturn 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?

**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.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 94 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 227 Date: <b>2017-03-08</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EC Article: Annex: I A.5.8	Standard: EN ISO 15083:2003	Other:
Key Words: Discharge Prevention		

**Scenario/Questions:**

The Directive "ER 5.8 Discharge prevention and installations facilitating the delivery of waste ashore" states, "Watercraft 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. Examples of methods of compliance would be prevention by having any of the following:

1. The bilge area directly under the engine being sealed from other compartments. It must be ensured that the water from the engine bilge cannot contaminate other bilge areas. The bilge pump(s) must be installed in such a manner that discharge is only possible after inspection of the bilge area. Automatic bilge pumps are not permitted.
2. The fitting of a filter in the bilge pump discharge line with an oil output of no more than 15ppm which is interchangeable with a 5ppm filter in case of inland waterway use.

These are solutions until standard ISO 15083:2003 is revised in 2016.

Are these considered to meet the requirements of the Directive?

**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 requirements as listed in Annex I.A 5.8.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 96 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 230 Date: <b>2017-03-08</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU Article: Annex: I.A.3.4, II (5)	Standard: EN ISO 12216:2002	Other:
Key Words: hatches, portlights vs. windows, deadlights and doors		

**Scenario/Questions:**

Annex II (5) is related to "*Prefabricated hatches and portlights*". According to the Directive, all Annex II parts need a CE label.

- Do prefabricated windows and doors, although not directly mentioned in the Directive 2013/53/EU, need a CE label?
- Do prefabricated deadlights, although not directly mentioned in Directive 2013/53/EU need a CE label?

**Recommended Solution:**

No, to both questions.

The directive is clear in CE labelling of hatches and portlights.

- EN ISO 12216:2002: *Small craft – Windows, portlights, hatches, deadlights and doors – Strength and watertightness requirements* covers all these parts and is used for the assessment according to Annex II (5).

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 98 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 236 Date: <b>2017-03-08</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU Article: 19, 23 Annex: V	Standard:	Other:
Key Words: Post-Construction Assessment, Report of Conformity		

**Scenario/Questions:**

Notified Body "A" has certified a production watercraft for the EU market.

Notified Body "B" assesses a used watercraft of the same type in module PCA coming from a third country. His Report of Conformity is later related i.e. in regards to ER 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 ERs.

Did "B" run a correct assessment under module PCA?

**Recommended Solution:**

- No!
- "B" cannot ensure that the craft under PCA built for some market is identical to the original production watercraft as built for the EU market. It may have been altered.
- Also no individual assessment was done as it is required by the RCD Application Guide and the RSG Guidelines.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 101
	<b>Recreational Craft Sectoral Group</b>	Revision No.: 01
<b>ERFU</b>	<b>CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT</b>	Origin PFE/IDG.: 232
	<b>Recreational Craft Directive 2013/53/EU</b>	Date: <b>2017-03-08</b> Page: 1/2

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EC	Standard:	Other:
Article: -	EN ISO 7840:2013	Decision 768/2008/EC, annex II
Annex: II	EN ISO 8469:2013	
Key Words: "EC Type-certificate" for fire resistant and non-fire resistant fuel hoses		

**Scenario/Questions:**

An "EC Type-examination" certificate covers a range of fire resistant or non-fire resistant fuel hoses with different diameters.

Is it possible to refer to one test report for this "fuel hose family", assumed that one fuel hose of that family can be identified as worst case scenario for the required tests of the applicable ISO Standards?

What are the prerequisites for fuel hoses to get combined within a "fuel hose family"?

**Recommended Solution:**

In order to ensure harmonized procedures applied by the Notified Bodies, the following recommendation is made based on best practice and experience of testing laboratories.

- Prerequisite for fuel hoses to get combined in one "fuel hose family" is that they have the same material, layer setup and wall-thickness.
- Based on the "boiler formula" (i) the largest hose diameter for each test pressure/vacuum as prescribed in the standard shall be used for the following tests:
  - Bursting pressure test (ii)
  - Vacuum-collapse test (iii)
- As the material within the family is identical following tests have to be conducted only once, if applicable:
  - Dry heat resistance
  - Oil resistance
  - Volume change in liquid C
  - Mass reduction in liquid C
  - Abrasion test (only if bore diameter is 38 mm and larger)
- Following test must be conducted for every diameter, if applicable:
  - Fire Resistance
  - Cold flex test (only if bore diameter is under 19 mm)
  - Adhesion test
  - Effect of ozone
  - Fuel permeation

To achieve a clear identification of the certified hoses following items shall be reflected on the certificate at least:

- Applicable harmonized ISO Standard
- Model name of the certified fuel hose(s)
- Hose application (feed, vent, fill)
- Nominal bore diameter
- Permeation class

(i)  $S_{min} = (p \cdot D) / (2 \cdot \sigma_a)$

with:

$S_{min}$  = minimum wall-thickness

$p$  = pressure

$D$  = diameter

$\sigma_a$  = allowable stress

(ii) 1,4 MPa for diameters of 10 mm and below and 1,0 MPa for diameters above 10 mm.

(iii) 80 kPa for diameters of 10 mm and below; 35 kPa where 10 mm < diameter ≤ 25 mm.  
The collapse test is not required for hoses with a diameter larger than 25 mm.

<b>RSG</b>	<b>RECOMMENDATION FOR USE</b>	RFU No.: 102
	<b>Recreational Craft Sectoral Group</b>	Revision No.: 03
<b>RFU</b>	CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT	Origin PFE/IDG.: 245
	<b>Recreational Craft Directive 2013/53/EU</b>	Date: <b>2017-04-20</b>
		Page: 1/1

Approved by RSG Committee at the 45<sup>th</sup> RSG Committee Meeting

Question related to		
Directive No.: 2003/44/EC	Standard: EN ISO 21487:2012	Other:
Article: Annex: I.A.5.2		
Key Words: Fuel valve sight gauge		

**Scenario/Questions:**

EN ISO 21487 has no requirement for self-closing valves at the bottom of a sight gauge but on the top of it.  
ER 5.2.1 states: .....fuel-supply arrangements ..... shall be designed and installed so as to minimize the risk of fire and explosion.

Should self-closing valves be required for the lower connection of sight- gauges?

**Recommended Solution:**

Yes.

Sight gauges stand proud of the fuel tank and are susceptible to damage. Should a fitting break or a connection open-up, the entire contents of the fuel tank could flood the bilge without a self-closing valve.

A simple self-closing valve is an essential safety device.

This RFU will be withdrawn once EN ISO 21487 brings clarity to this.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 103
	<b>Recreational Craft Sectoral Group</b>	Revision No.: 01
<b>ERFU</b>	CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT	Origin PFE/IDG.: 238
	<b>Recreational Craft Directive 2013/53/EU</b>	Date: <b>2017-03-08</b>
		Page: 1/1

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU	Standard:	Other:
Article: 7.7, 9.4		
Annex: I.A.2.5; I.B.4; I.C.2		
Key Words: Owner's Manual, language		

**Scenario/Questions:**

A manufacturer or importer „shall ensure that the product is accompanied by instructions and safety information in the owner's manual in a language or languages which can be easily understood by consumers and other end users, as determined by the Member State concerned“. The Notified Body has checked the owner's manual (OM) in one of the official EU/EEA languages where the product is intended to be marketed.

Is it the obligation to control the OM in all languages in which it is issued?

**Recommended Solution:**

No, the OM has to be controlled in one language only. The examined language version should be indicated in the technical file.

Not knowing at the time of assessment into which countries the product will be delivered, it is impossible for the Notified Body to assess the OMs in all languages.

It is up to the manufacturer to take care for correct translations of the assessed original OM and its proper distribution.

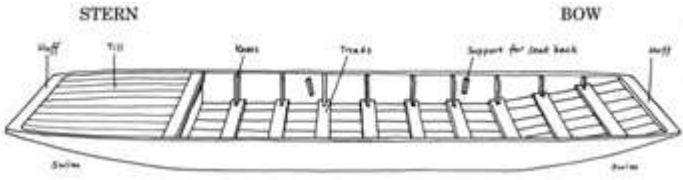
<h1>RSG</h1>	<b>RECOMMENDATION FOR USE</b>	RFU No.:104
	<b>Recreational Craft Sectoral Group</b>	Revision No.: 02
<b>RFU</b>	CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT	Origin PFE/IDG.: 240
	<b>Recreational Craft Directive 2013/53/EU</b>	Date: <b>2016-05-04</b>
		Page: 1/1

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting

Question related to		
Directive No.: 2013/53/EU	Standard:	Other:
Article: 2.2(a)(ii)		
Annex:		
Key Words: Scope of RCD, Punt, Stocherkahn		

**Scenario/Question:**

In Germany and in UK i.e. one may find a "Stocherkahn" or "Punt". A Punt is a flat-bottomed boat with square-cut ends, designed for use in small rivers or other shallow water. Punting refers to boating in a punt. The punter generally propels the punt by pushing against the river bed with a pole.



Is this type of craft exempted as per Article 2.2(a)(ii) of the RCD?

**Recommended Solution:**

No, because it cannot be regarded as a pedalo, canoe, kayak or gondola exempted from the Directive according to Article 2.2(a)(ii). It may be exempted from the Directive if it can be regarded as a historical craft according Article 2.2(a)(v).

**Note:** The recommendation represents the opinion based on professional judgment of the RSG. However, the issue is under continuous discussion with the Member States, where different opinions are present. NBs are recommended to contact their national administrations in specific cases.

<h1>RSG</h1>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 106
	<b>Recreational Craft Sectoral Group</b>	Revision No.: 01
<b>ERFU</b>	CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT	Origin PFE/IDG.: 242
	<b>Recreational Craft Directive 2013/53/EU</b>	Date: <b>2017-03-08</b>
		Page: 1/1

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting

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Question related to		
Directive No.: 2013/53/EU	Standard:	Other:
Article: : 2.2.(a)(ii), (iii) and (iv)		
Annex:		
Key Words: Stand-up-Paddle-Surfer, scope of the RCD		

**Scenario/Questions:**

There is a new product on the EU market, called the "Stand-up-Paddle-Surfer".

Is this device falling into the scope of the RCD?

**Recommended Solution:**

No.

Although the device is covered by the RCD definition for "watercraft" and is not listed under the exemptions it comes close to the exemptions being sort of mixture between a canoe and a surfboard. Also it is not only propelled by a paddle but also by waves.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 108 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 239 Date: <b>2017-03-08</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44th RSG Committee Meeting

Endorsed by RCD Committee on 2017-01-19

**Question related to**

Directive No.: 2013/53/EU  
Article:  
Annex: IV and VII, VIII

Standard:

Other:

Key Words: Declaration of Conformity for products which require EC Type Examination Certification

**Scenario/Questions:**

A product is certified via an EC Type Examination. The certificate shows a general family name and refers to several versions (product designations) certified under this family.

The manufacturer produces further products and places them on the market with a designation different from that stated on the certificate but claims that these new products are still versions under the certified family because the changes made do not affect the Essential Requirements of the Directive.

Is it under the above mentioned condition possible for a manufacturer to still make reference to the previously issued EC Type Examination Certificate on a Declaration of Conformity for the new product although the additional product version is not stated on the referred certificate?

**Recommended Solution:**

No, for reasons of full traceability the single product version stated on the Declaration of Conformity and under which the product is placed on the market, always need to be unmistakably covered by the family as specified on the referred certificate.

<b>RSG</b>	<b>RECOMMENDATION FOR USE</b>	RFU No.: 109 Revision No.: 02
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 246 Date: <b>2016-05-04</b> Page: 1/1
<b>RFU</b>		

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting

**Question related to**

Directive No.: 2013/53 EU  
Article: Ch. IV, Art. 23  
Annex: V

Standard:

Other:

Key Words: PCA, used engines not installed in watercraft, exhaust assessment

**Scenario/Questions:**

Used engines, not installed in watercraft, and outboard engines are brought into the EU market for the first time. This is done by some importer who is not the manufacturer. The exhaust emissions shall be assessed to comply with the provisions of the RCD.

Is it possible to make use of the:

- a) Post Construction Assessment;
- b) Assessment according to module B followed by module C, D, E or F, module G or module H?

**Recommended Solution:**

- a) Yes.
- b) No, these modules can only be applied by the manufacturer if the engine is new and not used.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 114 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 255  Date: <b>2017-03-08</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44th RSG Committee Meeting  
Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU Article: Annex: I.A.4	Standard: EN ISO 11592:2001 EN ISO 6185-4:2011	Other:
Key Words: Handling characteristics. Monohull motorboat, Lh >8 m		

**Scenario/Questions:**

Engine driven monohull craft with a length of hull above 8 m are not covered by Harmonized Standard EN ISO 11592.

In order for Notified bodies and manufacturers to be able to certify boats in this sizes an agreed approach is essential.

**Recommended Solution:**

Engine driven monohull craft with a length of hull above 8 m are recommended to be assessed according to the test procedure specified in:

EN ISO 6185-4:2011, 7.3 Maximal manoeuvring speed.

This RFU will be withdrawn after the harmonisation of EN ISO 11592-2.

<b>RSG</b>	<b>RECOMMENDATION FOR USE</b>	RFU No.: 115 Revision No.: 04
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 265  Date: <b>2017-04-20</b> Page: 1/1
<b>RFU</b>		

Approved by RSG Committee at the 45<sup>th</sup> RSG Committee Meeting

Question related to		
Directive No.: 2013/53/EU Article: Annex: II.3	Standard: EN ISO 25197:2012	Other:
Key Words: Combined steering, shift and throttle devices, CE marking		

**Scenario/Questions:**

Are all products covered by the scope of the standard ISO 25197 products as per Annex II.3. Steering wheels, steering mechanisms and cable assemblies?

**Recommended Solution:**

No. Shift and/or throttle are only considered to be an Annex II.3 components when combined into a single device that allows for steering control and requires CE marking.  
Therefore, all products covered by the scope ISO 25197 combining steering, shift and throttle in one device are products under Annex II.3.

Note: the standard contains requirements for testing loads of both mechanical and electrical systems with an option to use the calculation for rudder loads and therefore an electrical system is considered as a "mechanism".



<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 116 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 261 Date: <b>2017-03-08</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44th RSG Committee Meeting

Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU	Standard:	Other:
Article: Annex: II		
Key Words: EC Type Certificate for prefabricated hatches and portlights; family concept		

**Scenario/Questions:**

An "EC Type-examination" certificate covers a range of prefabricated hatches / portlights with different sizes and build of different materials or combination of those.

Is it possible to refer to one test report for a "hatch / portlight family", assumed that one hatch / portlight of that family can be identified as worst case scenario for the required tests of the applicable ISO Standards?

What are the prerequisites for a hatch / a portlight to get combined within a "hatch / portlight family"?

**Recommended Solution:**

Prerequisite for a hatch / portlight to get combined in one "hatch / portlight family" is that they have the same frame profile and plate material (e.g. PMMA, Tempered glass etc.) and plate thickness.

All shall have the same characteristic regarding:

- Design category
- Watercraft type (sailing or motor)
- Area location on the watercraft
- Support (semi-fixed or simply supported)

Within one family the type with the worst case size(s) shall be assessed. This / these shall be the reference product(s) of this family.

All other products within this family do not need to be assessed, because they are somehow over-dimensioned.

A hatch or portlight may be used for an area and/or category that has lower requirements, e.g. a hatch rated for category A may also be used in category B in the same location for the same watercraft type.

Documentation submitted to the NB must include test report of the family reference product (worst case, including justification) and a complete set of drawings of every other product within such a family.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 117 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 262 Date: <b>2017-03-08</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44th RSG Committee Meeting

Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU	Standard:	Other:
Article: Annex: II	EN ISO 8847:2004, EN ISO 10592:1995, ISO 13929:2001, EN ISO 15652:2005, EN 28848:1993, EN 29775:1993	
Key Words: EC Type Certificate for steering wheels; family concept		

**Scenario/Questions:**

An "EC-Typeexamination" certificate may cover a range of steering wheels different sizes and build of different materials or combination of those.

Is it possible to refer to one test report for a "steering wheel family", assumed that one steering wheel of that family can be identified as worst case scenario?

What are the prerequisites for a steering wheel to get combined within a "steering wheel family"?

**Recommended Solution:**

Prerequisite for a steering wheel to get combined in one "steering wheel family" is that the hub, rim and spokes shall be built from the same materials.

In addition the wheels within the family shall have the same design with regards to:

- Dish
- Number and composition of spokes
- Dimensions of spokes and rim

The wheel within this group with the largest diameter shall be assessed as reference wheel in accordance with the applicable standard.

Documentation submitted to the NB must include test report of the family reference product (worst case, including justification) and a complete set of drawings of every other product within such a family.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 118 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 264  Date: <b>2017-03-08</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU Article: Annex: I.A.3.7	Standard: ENISO 12217 series	Other:
Key Words: weight of liferaft, stowage point		

**Scenario/Questions:**

The Recreational Craft Directive states that

*“All recreational craft of design categories A and B, and recreational craft of design categories C and D longer than 6 metres shall be provided with one or more stowage points for a life raft (life rafts) large enough to hold the number of persons the recreational craft was designed to carry as recommended by the manufacturer. Life raft stowage point(s) shall be readily accessible at all times”.*

Do such recreational craft have to take the weight of the liferaft into consideration for the stability calculation even if the craft is not delivered by the manufacturer with the liferaft?

**Recommended Solution:**

In order to meet this requirement, all recreational craft of categories A and B, and recreational craft in categories C and D longer than six metres must take into account the mass of liferafts in the total load of the recreational craft and its position.

The weight of the liferaft (liferafts) shall be noted into the owner’s manual.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 119 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 267  Date: <b>2017-03-08</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2017-01-19

Question related to		
Directive No.: 2013/53/EU Article: from 19 to 24 Annex: V	Standard:	Other: Decision 768/2008/EC, annex II
Key Words: withdrawal of certificates and reports of conformity		

**Scenario/Questions:**

There may be reasons to withdraw a certificate and/or a Report of Conformity.  
How shall the notified body having issued the document handle that?

**Recommended Solution:**

All the following steps are recommended:

- Inform the certificate holder of the withdrawal
- Inform the notifying authorities in its own country
- Actively inform the other NBs about the withdrawal (by e-mail or by the RSG website)

The reason(s) for withdrawal shall be given.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 120
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Revision No.: 01 Origin PFE/IDG: 272
<b>ERFU</b>		Date: <b>2016-11-14</b> Page: 1/1

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting

Endorsement 6 September 2016,  
Editorial improvements at the 34<sup>th</sup> CAP Subgroup Meeting (added the reference to Annex: I, 5.1.3)

Question related to		
Directive No.: 2013/53/EU Article: Annex: I, 5.1.3	Standard:	Other: General Product Safety Directive 2001/95/EC as amended, Blue Guide
Key Words: Exposed parts, gyro stabilizers, cover protection		

**Scenario/Questions:**

Please go to  
<http://www.seakeeper.com/MYKadimosGyroOperationatSea.wmv>  
[http://www.youtube.com/watch?v=DRDhS\\_aM1v4](http://www.youtube.com/watch?v=DRDhS_aM1v4)

Gyro Stabilizers, if installed in craft, react fast and irregularly on waves and other perturbations to the craft when underway or even at rest. This may cause trouble to a person being too close to these devices.

**Recommended Solution:**

Persons shall be protected against injury caused by the action of Gyro Stabilizers. This can be achieved by:

- housing them in an own department;
- surrounding them with a handrail;
- encasing them with other means of protection.

Warning plate(s) in the vicinity of the devices and the Owners' Manual shall also make persons on board aware of the risk of injury when getting into contact with them being activated.

<b>RSG</b>	<b>RECOMMENDATION FOR USE</b>	RFU No.: 122
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Revision No.: 02 Origin PFE/IDG.: 276
<b>RFU</b>		Date: <b>2016-05-04</b> Page: 1/1

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting

Question related to		
Directive No.: 2013/53/EU Article: 2.1, 24.1 Annex: I.A. 5.1.1	Standard: ISO 9094:2015 ISO 4589-3:1996	Other: Decision 768/2008/EC, annex II
Key Words: Engine room insulation material		

**Scenario/Questions:**

The Directive requires in Annex I.A, 5.1.1 that insulation materials inside engine compartment shall not sustain combustion.

Is it therefore possible to have insulation materials EC-Type certified under Module B?

**Recommended Solution:**

No, insulation materials shall not receive EC-Type Examination certification under the Recreational Craft Directive.

Only products referred to in Article 2.1 of the RCD qualify for EC-Type Examination.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 123 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 277 Date: <b>2017-03-08</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2017-01-19

Question related to

Directive No.: 2013/53/EU Article: Annex:	Standard:	Other: Decision 768/2008/EC, annex II
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Key Words: EC-Type Examination / declaration of the manufacturer

**Scenario/Questions:**

For the application of an EC-Type Examination Certification with a Notified Body, a manufacturer (applicant) is required to include to his application to the Notified Body a written declaration that the same application has not been lodged with any other Notified Body'.

Would a Notified Body contract, meant to be signed by the client, with just a reference, that Module B conditions apply, suffice to cover such a declaration?

**Recommended Solution:**

No, for all EC Type Examination Certification contracts signed with a manufacturer the Notified Body shall ensure that the manufacturer is made aware about the exclusivity of this application.

This is at best assured if the Notified Body contract for this service includes the declaration text placed in a prominent position, e.g. right above the space intended for the applicant's signature.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 127 Revision No.: 01
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Origin PFE/IDG.: 266 Date: <b>2017-03-08</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2017-01-19

Question related to

Directive No.: 2013/53/EU Article: 2.2 Annex: I	Standard:	Other:
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Key Words: Innovative products

**Scenario/Questions:**

The manufacturer of an innovative product is seeking certification by a Notified Body.

It is not intuitively clear that this product falls into the scope of RCD.

What action is to be taken by the Notified Body in order to decide if the product falls into the scope of RCD?

**Recommended Solution:**

The manufacturer declares the intended use of the product.

If it is declared by the manufacturer to be intended for recreational purposes, the Notified body shall take on the assessment as follows.

- 1) Is the product included in any of the exemptions given in Article 2.2?
  - If Yes. Case is closed and the customer informed.
  - If not and the Notified Body is still of the opinion that the product is not within the scope of the RCD, the following procedure (according to the RSG Rules of Operation) shall be applied:
    - The first thing to do is to address to the national administration. If the national administration hesitates, the pending issue goes to the other MSs by ADCO to check whether the boat is within the scope of the directive or not.
    - As a parallel process, if the NB needs an answer quickly, the Commission services can be consulted. However, the Commission cannot give any binding interpretations.
  - If the Notified Body considers that it is within the scope of RCD then the product shall be assessed.
  
- 2) If, during assessment work, the Notified Body finds it impossible, due to the characteristics of the product, to assess conformity to any of the applicable essential requirements in Annex I1 of RCD, it shall refuse certification and inform the customer.

<b>RSG</b>	<b>RECOMMENDATION FOR USE</b>	RFU No.: 128
	<b>Recreational Craft Sectoral Group</b>	Revision No.: 02
<b>RFU</b>	CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT	Origin PFE/IDG.: 268
	<b>Recreational Craft Directive 2013/53/EU</b>	Date: <b>2016-05-04</b>
		Page: 1/1

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting

Question related to		
Directive No: 2013/53/EU Article: from 19 to 24 Annex:	Standard:	Other:
		Decision 768/2008/EC, annex II
Key Words: replacement of certificates and reports of conformity		

**Scenario/Questions:**

In the case of editorial mistakes on a certificate or a report of conformity, how shall the Notified Body having issued the document handle that?

**Recommended Solution:**

The NB must maintain a system for traceability of certificates.

All the following steps are recommended:

- Inform the certificate holder of the replacement
- Publish the replacement on its own website or on its list of issued certificates
- Require the manufacturer to return the old certificate to the NB

The reason(s) for replacement shall be given.

<b>RSG</b>	<b>RECOMMENDATION FOR USE</b>	RFU No.: 129
	<b>Recreational Craft Sectoral Group</b>	Revision No.: 02
<b>RFU</b>	CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT	Origin PFE/IDG.: 273
	<b>Recreational Craft Directive 2013/53/EU</b>	Date: <b>2016-05-04</b>
		Page: 1/2

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting

Question related to		
Directive No.: 2013/53/EU Article: Annex:	Standard:  EN ISO 8666:2002	Other:
Key Words: $L_H$ , removable parts		

**Scenario/Questions:**

Recreational craft less than 2.5 m or greater than 24 m hull length ( $L_H$ ) are not subject to CE marking. Even conformity assessment procedures depend on this measure. Small recreational craft under 10 m length ( $L_H \leq 10m$ ) are in Italy called “*natante*” and are free from the obligation to be registered and this is an advantage for the owner. Similar situations are found in the national legislation of other Member State. Vessels over 24 m length ( $L_H > 24m$ ) are not subjected to CE marking and are subjected to the obligations of (and as referred to) ships. Consequently, there is a range of models offering a greater  $L_{max}$  than the limits mentioned above, but with lower  $L_H$  (inside the limits), using removable parts as defined in EN ISO 8666.

$L_H$  excludes removable parts as from EN ISO 8666, 5.2.2.:  
*This length excludes removable parts that can be detached in a non-destructive manner and without affecting the structural integrity of the craft, e.g. spars, bowsprits, pulpits at either end of the craft, stemhead fittings, rudders, outdrives, outboard motors and their mounting brackets and plates, diving platforms, boarding platforms, rubbing strakes and fenders.*  
*This length does not exclude detachable parts of the hull, which act as hydrostatic or dynamic support when the craft is at rest or underway.*

In case equipment needed for the management of the vessel, such as windlass, cleats, fairleads, are mounted on a removable part.

Is there a need to install duplicate equipment within  $L_H$  in order to get the functionality of the recreational craft even if the removable parts are disconnected?

**Recommended Solution:**

**No, because:**

It is clear that L<sub>H</sub> is defined as a conventional length which does not describe the entire recreational craft, so that the "boat inside L<sub>H</sub>" cannot be regarded (assumed/considered) as complete. Therefore, even parts necessary in operational situations such as stern drive and rudders are "removable parts" as defined in ISO 8666 and shall be deducted from L<sub>max</sub>.

Even if some functional fittings (such as cleats, windlass, fairlead ...) are fixed to a removable part, it remains a "removable part".

Therefore, it is not necessary to duplicate fittings both "inside L<sub>H</sub>" and on removable parts.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 130
	<b>Recreational Craft Sectoral Group</b>	Revision No.: 01
<b>ERFU</b>	<b>CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT</b>	Origin PFE/IDG: 278
	<b>Recreational Craft Directive 2013/53/EU</b>	Date: <b>2016-11-14</b>
		Page: 1/1

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting  
Endorsement 6 September 2016

Question related to		
Directive No.: 2013/53/EU Article: 4.1 Annex: I.A.2.5 and 5.6	Standard: EN ISO 10239:2014 EN ISO 14895:2003	Other:
Key Words: cookers, stoves, heating units, sliding protection, cooking utensils		

**Scenario/Questions:**

EN ISO 10239 "Liquefied Petroleum Gas (LPG) Systems" requires in clause 7.10 and EN ISO 14895 "Liquid-Fuelled Galley Stoves" requires in clause 4.6:

*Means shall be provided on or adjacent to stove-top cooking surfaces to prevent both deep and shallow cooking utensils from sliding across or off the stove, at pitch angles up to or roll angles up to 30° for sailing craft; 15° angles of pitch or roll for engine-driven craft.*

There is no harmonised standard for electric stoves/cookers.

Is this also required for all other types of cookers/stoves, regardless the type of used energy?

**Recommended Solution:**

Yes.

This RFU will be withdrawn once ISO 9094 brings clarity to this.

<b>RSG</b>	<b>RECOMMENDATION FOR USE</b>	RFU No.: 132
	<b>Recreational Craft Sectoral Group</b>	Revision No.: 04
<b>RFU</b>	CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT	Origin PFE/IDG.: 284
	<b>Recreational Craft Directive 2013/53/EU</b>	Date: <b>2017-04-20</b>
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Approved by RSG Committee at the 45<sup>th</sup> RSG Committee Meeting

Version 3 endorsed on 6 September 2016

Question related to		
Directive No.: 2013/53/EU	Standard:	Other:
Article:		
Annex:		
Key Words: LPG or LNG conversion, engine, exhaust, emissions		

**Scenario/Questions:**

Does conversion of a petrol engine to LPG or LNG constitute a major engine modification and therefore need to be tested for exhaust emissions?

**Recommended Solution:**

Yes. The change in exhaust output is not predictable and all converted engines require testing.

A major engine modification constitutes a major craft conversion and the vessels needs to be assessed under other ERs for example fuel systems and stability.

Note: Recognized measurement series of automobile motors show that liquefied gas has significant influence, including negative, on pollutant emission.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 135
	<b>Recreational Craft Sectoral Group</b>	Revision No.: 01
<b>ERFU</b>	CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT	Origin PFE/IDG.: 289
	<b>Recreational Craft Directive 2013/53/EU</b>	Date: <b>2016-11-14</b>
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Approved by RSG Committee at the 44th RSG Committee Meeting

Endorsement 6 September 2016

Question related to		
Directive No.: 2013/53/EU	Standard:	Other:
Article:	EN ISO 10088:2013	
Annex: I.A.5.2		
Key Words: fuel, filler, vent, openings		

**Scenario/Questions:**

EN ISO 10088 requires "ventilation openings" to be more than 380mm from a fuel fill opening and 400mm from a vent fitting. Is an opening that may be closed (eg door, window, portlight, hatch etc) considered to be a "ventilation opening"?

**Recommended Solution:**

Any opening through which air/vapour/gas may enter the craft's interior is a ventilation opening regardless whether it is closable (e.g. door, window, portlight, hatch etc) or not.

This RFU will be withdrawn once EN ISO 10088 brings clarity to this.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 136
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Revision No.: 01 Origin PFE/IDG: 291
<b>ERFU</b>		Date: <b>2016-11-14</b> Page: 1/1

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting

Endorsement 6 September 2016

Question related to		
Directive No.: 2013/53/EU Article: 2, 19 Annex:	Standard:	Other: Paragraph 2.1 of the Blue Guide version 2014
Key Words: Assessment after repair		

**Scenario/Questions:**

A product was repaired. Which kind of assessment has to be done?

**Recommended Solution:**

"Products which have been repaired or exchanged (for example following a defect), without changing the original performance, purpose or type, are not to be considered as new products according to Union harmonisation legislation. Thus, such products do not need to undergo conformity assessment again, whether or not the original product was placed on the market before or after the legislation entered into force".

"Such repair operations are often carried out by replacing a defective or worn item by a spare part, which is either identical, or at least similar, to the original part (for example modifications may have taken place due to technical progress, or discontinued production of the old part)".

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 137
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Revision No.: 01 Origin PFE/IDG 293
<b>ERFU</b>		Date: <b>2017-03-28</b> Page: 1/1

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting

Amended at the 1st TI Subgroup meeting based on the comment received in the endorsement procedure ended on 6 September 2016

Endorsed by RCD Committee on 2017-03-28

Question related to		
Directive No.: 2013/53/EU Article: 3 Annex:	Standard:	Other:
Key Words: Major Craft Conversion		

**Scenario/Questions:**

RCD states that a 'major craft conversion' has occurred where a modification "alters the watercraft to such an extent that it may not meet the applicable essential safety and environmental requirements laid down in this Directive".

Is a physical modification to the craft the only way to constitute a major craft conversion?

**Recommended Solution:**

No.

A change to the declared limitations of compliance (e.g. crew limit and/or design category) has the potential to result in a watercraft not meeting the applicable essential requirements and thus constitutes a major craft conversion.

An owner wishing to change the limitations of a watercraft must submit to Post Construction Assessment.

A craft placed on the market before 16 June 1998 remains out of the scope of the RCD even when it is subject to a major modification.



<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 138
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Revision No.: 01 Origin PFE/IDG: 287  Date: <b>2016-11-14</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44th RSG Committee Meeting  
Endorsement 6 September 2016

Question related to		
Directive No.: 2013/53/EU Article: Annex: I, ER 3.2	Standard: EN ISO 12217:2015	Other: Post Construction Assessment (PCA)
Key Words: Stability assessment for design category A & B.		

**Scenario/Questions:**

EN ISO 12217 parts 1 and 2 require stability/righting curves to be calculated in order to make an assessment for categories A or B.  
Is it possible to show "equivalent safety" without the use of a stability/righting curve?

**Recommended Solution:**

For category A certification, curves shall always be used.

For assessment using Post Construction Assessment for category B, where the watercraft may have some service history, it may be possible to show conformity without stability/righting curves. (See also RSG Guidelines on Post Construction Assessment clause A3.2 and A3.3).

For conformity assessment modules other than PCA, stability curves shall always be used for category B.

<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 139
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	Revision No.: 01 Origin PFE/IDG: 292  Date: <b>2016-12-07</b> Page: 1/1
<b>ERFU</b>		

Approved by RSG Committee at the 44th RSG Committee Meeting  
Endorsed by RCD Committee on 25 November 2016

Question related to		
Directive No.: 2013/53/EU Article: Annex: I.A ER 5.5	Standard: EN ISO 10239:2014	Other:
Key Words: LPG, Ventilation		

**Scenario/Questions:**

Annex B of ISO 10239 requires "at least two equally sized FIXED openings".  
Can a hatch or portlight be considered as a "fixed opening" or must a fixed opening be without any means of closure?

**Recommended Solution:**

A fixed opening cannot have any means of closure. Thus a hatch or portlight is not considered acceptable as a vent for LPG systems.

Note: ISO 12217 requires all openings on category A & B boats to have a means of closure unless they are essential to ventilation. LPG ventilation is considered "essential" and thus a gas vent does not constitute a downflooding opening on the condition that it is tight to degree 3 and outside area I (as defined in EN ISO 12216).

<b>RSG</b>	<b>RECOMMENDATION FOR USE</b>	RFU No.: 140
	<b>Recreational Craft Sectoral Group</b>	Revision No.: 01
<b>RFU</b>	CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT	Origin PFE/IDG.: 294
	<b>Recreational Craft Directive 2013/53/EU</b>	Date: <b>2017-04-20</b>
		Page: 1/1

Approved by RSG Committee at 45<sup>th</sup> RSG Committee Meeting

Question related to		
Directive No.: 2013/53/EU	Standard: EN ISO 19009:2015	Other:
Article:		
Annex: I.A 5.7		
Key Words: Nav Light requirement, expiration label on the light source and/or housing		

**Scenario/Questions:**

ISO 19009, clause 5.9 states that “the manufacturer shall provide indication where the required range of visibility can no longer be attained, for example as a result of degradation, ageing or failure of parts of the light source.”

Does an expiration label on the light source and/or housing meet the intent of this requirement?

**Recommended Solution:**

Yes, an expiration label on the light source and/or housing meets the intent of this requirement, and it must also be documented in the owners manual.

This RFU can be withdrawn once EN ISO 19009:2015 has been revised with regards to this issue.

<b>RSG</b>	<b>RECOMMENDATION FOR USE</b>	RFU No.: 141
	<b>Recreational Craft Sectoral Group</b>	Revision No.: 01
<b>RFU</b>	CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT	Origin PFE/IDG.: 295
	<b>Recreational Craft Directive 2013/53/EU</b>	Date: <b>2017-04-20</b>
		Page: 1/1

Approved by RSG Committee at 45<sup>th</sup> RSG Committee Meeting

Question related to		
Directive No.: 2013/53/EU	Standard: EN ISO 6185-3:2014	Other:
Article:	EN ISO 12217-1:2015	
Annex:		
Key Words: RIB, design category		

**Scenario/Questions:**

There is no harmonised standard specifically for the calculation of design category. So how should the correct design category of a RIB be evaluated?

**Recommended Solution:**

Harmonised standards should always be referenced, even if not being applied in entirety, so as to ensure appropriate design categories are assigned.

In the case of RIBs, the following summary of the harmonised standards may be used:

1. ISO 6185 does not allow category A to any inflatable craft.
2. ISO 6185 allows the inflatable manufacturers a free choice between categories C & D.
3. Category B is permitted only to (type VIII & X) RIBs which meet the stability requirements of ISO 12217-1:2015 clauses 6.2 and 6.3.3.  
N.B. The minimum righting moment requirements of clause 6.3.3 paragraph (a) and (b) are unlikely to be achievable for RIBs with hull length shorter than 7m. Calculation using stability curves is, therefore, always necessary in the assessment for category B RIBs.
4. If harmonised standards are not employed, category B should not be assigned to RIBs with hull length shorter than 7m.

<b>RSG</b>	<b>RECOMMENDATION FOR USE</b>	RFU No.: 142
	<b>Recreational Craft Sectoral Group</b>	Revision No.: 01
<b>RFU</b>	CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT	Origin PFE/IDG.: 297
	<b>Recreational Craft Directive 2013/53/EU</b>	Date: <b>2017-04-20</b>
		Page: 1/1

Approved by RSG Committee at 45<sup>th</sup> RSG Committee Meeting

Question related to		
Directive No.: 2013/53/EU	Standard: ISO 13591	Other:
Article: Annex: I.A.5.2		
Key Words: Portable, fuel, tank		

**Scenario/Questions:**

Is there a limit to the capacity of portable fuel tanks under RCD 2013/53/EU?

**Recommended Solution:**

No, the RCD does not prescribe tank capacity limits.

ISO 13591 'Portable fuel systems for outboard motors' defines a 'portable fuel tank' as one that has a capacity of 27L or less.

<b>RSG</b>	<b>RECOMMENDATION FOR USE</b>	RFU No.: 143
	<b>Recreational Craft Sectoral Group</b>	Revision No.: 01
<b>RFU</b>	CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT	Origin PFE/IDG.: 298
	<b>Recreational Craft Directive 2013/53/EU</b>	Date: <b>2017-04-20</b>
		Page: 1/1

Approved by RSG Committee at 45<sup>th</sup> RSG Committee Meeting

Question related to		
Directive No.: 2013/53/EU	Standard: ISO 12217-3:2015	Other:
Article: Annex: I.A.3.6	ISO 14945 ISO 14946:2001/AC:2005	
Key Words: Crew limit, maximum load, adult, children		

**Scenario/Questions:**

The builders' plates on many small (non-inflatable) dinghies display a total maximum recommended load that equates to less than 75kg x maximum recommended number of crew.  
(For example: crew limit = 3: max load = 175kg)

Is it permissible for the builder's plate (on a non-inflatable) to display a maximum load capacity (in kg) that is less than 75kg x the displayed crew limit?

**Recommended Solution:**

No.

While the maximum load defined in ISO 12217-3:2015 recognises the weight of a child as being between 37.5kg and 75kg, this is for the purpose of the stability/buoyancy assessment only. ISO 14945 (Builder's Plate) states that the displayed figures for the number of persons and load should be as defined in ISO 14946 (Maximum Recommended Load). This states that the crew limit is based upon 75kg per person and that "where children are carried as part of the crew the maximum number of persons may be exceeded provided that each child's mass does not surpass a limit of 37.5kg and the total persons' mass is not exceeded".

This implies that the number of people carried may exceed the number shown on the plate but not that the maximum crew limit stated on the plate x 75 may exceed the maximum load.  
The owners manual should state that the conditions by which the crew limit may be exceeded.

<b>RSG</b>	<b>RECOMMENDATION FOR USE</b> <b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	RFU No.: 144 Revision No.: 01  Origin PFE/IDG.: 299  Date: <b>2017-04-20</b> Page: 1/1
	<b>RFU</b>	

Approved by RSG Committee at 45<sup>th</sup> RSG Committee Meeting

Question related to		
Directive No.: 2013/53/EU Article: Annex: I.A.5.2 & Annex II	Standard: EN ISO 10088:2013 EN ISO 7840:2013 EN ISO 8469:2013	Other:
Key Words: Fuel Filling Opening		

**Scenario/Questions:**

1) Is CE-marking required for fuel filling openings?

2) Are EN ISO 7840:2013 and/or EN ISO 8469:2013 relevant harmonised standards for fuel filling openings?

**Recommended Solution:**

1) No, fuel filling openings cannot be considered as fuel hoses, which require CE-marking.

2) No, both standards refer to fuel hoses. However, the relevant standard for fuel filling openings is EN ISO 10088:2013.

<b>RSG</b>	<b>RECOMMENDATION FOR USE</b> <b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	RFU No.: 145 Revision No.: 01  Origin PFE/IDG.: 301  Date: <b>2017-04-20</b> Page: 1/1
	<b>RFU</b>	

Approved by RSG Committee at 45<sup>th</sup> RSG Committee Meeting

Question related to		
Directive No.: 2013/53/EU Article: Annex: I, ESR A.4	Standard:	Other: RFU # 77
Key Words: propulsion, transmission components and integral devices (i.e.: sterndrive engines)		

**Scenario/Questions:**

Are NBs required to check/calculate/inspect the transmission components (all components transmitting torque from engine to propeller) of propulsion system?

**Recommended Solution:**

No.

NBs are not required to check/calculate/inspect the transmission components of propulsion system.

<b>RSG</b>	<b>RECOMMENDATION FOR USE</b>	RFU No.: 146
	<b>Recreational Craft Sectoral Group</b>	Revision No.: 01
<b>RFU</b>	CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT	Origin PFE/IDG.: 302
	<b>Recreational Craft Directive 2013/53/EU</b>	Date: <b>2017-04-20</b>
		Page: 1/1

Approved by RSG Committee at 45<sup>th</sup> RSG Committee Meeting

Question related to		
Directive No.: 2013/53/EU	Standard:	Other: RFU # 114
Article: Annex: I, ESR A.4		
Key Words: characteristics and size of propulsion engine		

**Scenario/Questions:**

Are NBs required to verify the minimum sizing (in terms of power) of engines?

Is there a minimum requirement regarding the size (in terms of power) of the propulsion engines?

**Recommended Solution:**

No.

There is not a minimum requirement for propulsion engines and NBs are not required to be involved in the evaluations of the sizing (in terms of power) of the engines of the craft.

<b>RSG</b>	<b>RECOMMENDATION FOR USE</b>	RFU No.: 147
	<b>Recreational Craft Sectoral Group</b>	Revision No.: 01
<b>RFU</b>	CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT	Origin PFE/IDG.: 305
	<b>Recreational Craft Directive 2013/53/EU</b>	Date: <b>2017-04-20</b>
		Page: 1/1

Approved by RSG Committee at 45<sup>th</sup> RSG Committee Meeting

Question related to		
Directive No.: 2013/53/EU	Standard:	Other:
Article: Annex: I A 2.2		
Key Words: Post-Construction Assessment (PCA), Builder's Plate		

**Scenario/Questions:**

RCD 2013/53/EU requires in Annex I in A 2.2 Watercraft builder's plate:

"In the case of post-construction assessment, the contact details and the requirements referred to in point (a) shall include those of the notified body which has carried out the conformity assessment."

When the PCA is carried out on a used watercraft the builder's plate of the original manufacturer may still be placed on the watercraft. An additional Builder's plate is added after completion of the PCA according to Annex I in A 2.2.

Must the original Builders plate be removed or marked "invalid"?

**Recommended Solution:**

Yes, because

1. The new builders plate may come with different technical content than the original plate
2. The original manufacturer is not anymore the responsible person.

<b>RSG</b>	<b>RECOMMENDATION FOR USE</b>	RFU No.: 148
	<b>Recreational Craft Sectoral Group</b>	Revision No.: 01
<b>RFU</b>	CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT	Origin PFE/IDG.: 308
	<b>Recreational Craft Directive 2013/53/EU</b>	Date: <b>2017-04-20</b>
		Page: 1/1

Approved by RSG Committee at 45<sup>th</sup> RSG Committee Meeting

Question related to		
Directive No.: 2013/53/EU Article: Annex: I A 5.2.2; II (1) and (4)	Standard: EN ISO 28846:1993 EN ISO 10088:2013 EN ISO 21487:2012	Other:
Key Words: Non-sparking electrical fuel senders to be fitted in a petrol tank or an engine space, CE mark		

**Scenario/Questions:**

Do non-sparking electrical fuel senders need to be CE marked as Annex II components if they are to be fitted in a petrol tank space or a petrol engine space?

**Recommended Solution:**

Yes.

<b>RSG</b>	<b>Directive Legal Interpretation</b>	DLI No.: 008
	<b>Recreational Craft Sectoral Group</b>	Revision No.: 2
<b>DLI</b>	CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT	(Origin : PFE #200)
	<b>Recreational Craft Directive 2013/53/EU</b>	Date: 2016-05-04
		Page: 1/2

Origin (Notified Body):

Contact Person:

e-mail:

Approval/Revision by RSG Committee (Meeting No./Date): meeting No. 44,19/20 April 2016

Approval/Revision by RSG Committee (Meeting No./Date): meeting No. 39,06/07 April 2011

Revision by COM e-mail dated 11.04.2011

Approval/Revision by RSG Committee (Meeting No./Date): meeting No. 23,24/25 February 2011

Additional Comments:

Question related to		
Directive No.: 2013/53/EU Article: 14 Annex:	Standard:	Other:
Key Words: Superseded harmonised standards, Validity of certificates		

**Scenario/Questions:**

If a harmonized 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 Guide' part 4.1.2.6 'Revision of harmonized standards')

- a) Reference is made to new types: Does a superseded version of a harmonized standard still provide the presumption of conformity after its date of cessation of presumption of conformity has been published in the Official Journal?
- b) Reference is made to existing types which are produced unchanged: Does a superseded version of a harmonized standard still provide the presumption of conformity after its date of cessation of presumption of conformity has been published in the Official Journal?

**Interpretation:**

1 No.

2 Superseded harmonized standard does not provide presumption of conformity after its date of cessation of presumption of conformity. However, it does not mean that all type-approved products conforming to the superseded version of the standard will be in breach of the Directive. They may still refer to the superseded standard, but they have to satisfy a notified body that the essential requirements of the Directive are met. A Notified body who finds out that a product covered by EU-type examination certificate it has issued is no longer in compliance with the Directive, should also act, and possibly withdraw that certificate.

<b>RSG</b>	<b>Directive Legal Interpretation</b>	DLI No.: 010
	Recreational Craft Sectoral Group	Revision No.: 1
<b>DLI</b>	CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT	(Origin :)
	Recreational Craft Directive 2013/53/EU	Date: 2016-05-04
		Page: 1/1

Origin (Notified Body):	DNV
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Revision by COM e-mail dated 28.05.2014
Approval by RSG Committee (Meeting No./Date): meeting No. 44 19/20 April 2016
Approval by RSG Committee (Meeting No./Date): meeting No. 42 08/09 April 2014
Additional Comments: CORIGENDUM: it was coded as DLI 009

Question related to. Status of EG Type-Examination Certificate in case of bankruptcy. ,		
Directive No.: 2013/53/EU	Standard:	Other:
Article:		
Annex:		
Key Words: Bankruptcy, Change of ownership		

<b><u>Scenario/Questions:</u></b>
A manufacturing company holds EC Type-Examination Certificate(s) and/or Module Aa examination report for Recreational Craft(s). In case of bankruptcy or change of ownership, what will be the status of those Certificates/reports and what should be the actions of the involved Notified Body(ies)?

<b><u>Intepretation:</u></b>
The Certificate/report remains valid for products already on the market. If another manufacturer wants to produce that/those product/s, he shall apply for certification in his name.
<b><u>Position of the Commission services</u></b>
<i>The EC type examination certificate for the boat which is already placed on the EU/EEA market remains valid even if a manufacturer has bankrupted.</i>
<i>If there is a new manufacturer (new legal entity) who wants to produce the same type of boats under the same brand, he is supposed to apply for the new EC type examination certificate as the certificate refers to a particular legal entity which takes over the responsibility for the EC compliance and which puts its name on the EC Declaration of Conformity. Notified body should take into account if a manufacturer just takes over the production using the same materials, tools and technologic process as former manufacturer of the product. Then the re-assessment should not be so burdensome.</i>
<i>As regards the change of ownership of a manufacturer. If the owners of a company change but the manufacturer continues under the original legal entity, the EC type examination certificates remains valid.</i>

<b>RSG</b>	<b>Directive Legal Interpretation</b> Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT	DLI No.: 011 Revision No.: 4 (Origin :) Date: 2016-05-04
	<b>DLI</b>	Recreational Craft Directive 2013/53/EU as amended Page: 1/1

Origin (Notified Body):	IMCI
Contact Person:	Ulrich Heinemann
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Approval/Revision by RSG Committee (Meeting No./Date):	meeting No. 44,19/20 April 2016
Additional Comments:	

Question related to		
Directive No.: 2013/53/EU	Standard: -	Other: -
Article: 55, 56		
Annex: -		
Key Words: certification of products in course of 2016		

<b><u>Scenario/Questions:</u></b>
Articles 56 repeals RCD 94/25/EC on 18 January 2016. Article 55 sets a transitional period for use of old and new RCD until 18 January 2017 alternatively.
How to certify within the transitional period products to a directive which has been repealed? Can a certificate be issued in 2016 based on a repealed law?

<b><u>Interpretation:</u></b>
During the transitional period (18 January 2016 to 18 January 2017), a manufacturer is free to certify his product either to Directive 94/25/EC (the old RCD) or to Directive 2013/53/EU (the revised RCD). If the manufacturer wishes to have his product certified against the old RCD, the legal basis for issuing such a certificate is Article 55 of Directive 2013/53/EU together with the relevant provisions of Directive 94/25/EC.

<b>RSG</b>	<b>Directive Legal Interpretation</b> Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT	DLI No.: 013 Revision No.: 4 (Origin :) Date: 2016-05-04
	<b>DLI</b>	Recreational Craft Directive 2013/53/EU Page: 1/1

Origin (Notified Body):	IMCI
Contact Person:	Ulrich Heinemann
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Approval/Revision by RSG Committee (Meeting No./Date):	meeting No. 44,19/20 April 2016
Additional Comments:	

Question related to		
Directive No.: 2013/53/EU	Standard:	Other:
Article: 2.1 (a), 17		
Annex:		
Key Words: CE marking of boats, CE marking of products not covered by RCD but by other relevant EU legislation		

<b><u>Scenario/Questions:</u></b>
A watercraft can be placed on the market equipped with computers, dishwashers, stereo devices, TV, microwave oven, electric heater, air condition, gas appliances and other household appliances covered by relevant EU legislation.
Are those devices be CE marked before the watercraft is CE marked?
Who is responsible for the CE marking of these devices?

<b><u>Interpretation:</u></b>
These household devices are subject to the relevant EU legislation when placed on the EU market. The directive also includes the requirement of CE-marking of these products.
The person placing the device on the EU market, irrespective whether separately or installed on recreational craft, is responsible for conformity of these devices with the relevant EU legislation.
The NB should add the following sentence to the report of conformity or to the certificate: "This document relates only to the EU Recreational Craft Directive. Different directives or legislation may apply to other components fitted onboard the watercraft. It is the responsibility of the person signing the declaration of conformity to ensure such components are compliant with all applicable legislation".



<b>RSG</b>	<b>Directive Legal Interpretation</b>	DLI No.: 014
	Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT	Revision No.: 4 (Origin :) Date: 2016-05-04
<b>DLI</b>	Recreational Craft Directive 2013/53/EU	Page: 1/1

Origin (Notified Body):	IMCI
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Approval/Revision by RSG Committee (Meeting No./Date):	meeting No. 44,19/20 April 2016
Additional Comments:	

Question related to		
Directive No.: 2013/53/EU Article: 7.2, 7.7, 12.2 Annex: I.A.2.5, V, IX	Standard:	Other: Annex II of Decision No 768/2008/EC
Key Words: Competence of notified bodies		

<b><u>Scenario/Questions:</u></b>
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 private importer?

<b><u>Interpretation:</u></b>
1) Article 7 of Directive 2013/53/EU states that manufacturers shall draw up the technical documentation and ensure the production of the owner's manual. It implies that manufacturers are fully responsible for creation of these documents for the conformity assessment. Nevertheless, the manufacturer can ask a notified body to act as a technical expert who advises and helps to a manufacturer to complete technical documentation and owner's manual for a product provided that the notified body is not involved in the conformity assessment of the product concerned.  Such activity must be clearly separated from the activities of the body as a notified body. Notified bodies must also ensure that their activities outside the scope of technical harmonisation legislation do not compromise or diminish confidence in their competence, objectivity, impartiality or operational integrity as notified bodies. Notified bodies cannot use their notified body number to carry out these activities.
2) Article 12.2 of Directive 2013/53/EU states that the private importer shall have the technical documentation drawn up using appropriate expertise, if it is not available from the manufacturer. It implies that private importers are responsible for creation of the technical documentation, including the owner's manual for the conformity assessment, however they may use the technical expertise.

<b>RSG</b>	<b>Directive Legal Interpretation</b>	DLI No.: 015
	Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT	Revision No.: 4 (Origin :) Date: 2016-05-04
<b>DLI</b>	Recreational Craft Directive 2013/53/EU	Page: 1/1

Origin (Notified Body):	IMCI
Contact Person:	Ulrich Heinemann
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Approval/Revision by RSG Committee (Meeting No./Date):	meeting No. 44,19/20 April 2016
Additional Comments:	

Question related to		
Directive No.: 2013/53/EU Article: 2.1 Annex:	Standard: EN 15649 series	Other: Commission Decision 2005/323/EC Directive 2001/95/EC
Key Words: floating devices with special recreational purposes		

<b><u>Scenario/Questions:</u></b>
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 2.5 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.  Are these devices considered as watercraft in the sense of RCD?

<b><u>Interpretation:</u></b>
No.  These floating devices do not have the capacity to navigate (the capability to propel itself in order to control the course of position of the vessel). If a product cannot propel and steer itself but only towed, then it is just a floating object and as such cannot be considered a recreational craft in the sense of the directive.  Such floating objects shall be considered according to the Commission Decision 2005/323/EC on the safety requirements to be met by the European standards for floating leisure articles for use on or in the water pursuant to Directive 2001/95/EC of the European Parliament and of the Council.

<b>RSG</b>	<b>Directive Legal Interpretation</b> Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT	DLI No.: 017 Revision No.: 2 Date: 2016-05-04
	<b>DLI</b>	Page: 1/1

Document ID : dli\_017r1 160114

Origin (Notified Body):	IMCI
Contact Person:	Ulrich Heinemann
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Approval/Revision by RSG Committee (Meeting No./Date):	meeting No. 44,19/20 April 2016
Additional Comments:	

Question related to		
Directive No.: 2013/53/EU	Standard:	Other:
Article:		
Annex:		
Key Words: contact data of the importer, product, conformity assessment		

<b><u>Scenario/Questions:</u></b>
Are the notified bodies supposed to assess availability of importer's contact data on product during the conformity assessment?

<b><u>Interpretation:</u></b>
No, the NB should not check that the importer has put its name on the product. The NB should check the conformity of the product to the applicable essential requirements. It is also referred to the applicable conformity assessment modules, where it is clear that this is a process between the manufacturer and the NB and where it is specified what the NB needs to verify.
With regards to the importer, the importer needs to make sure that the conformity assessment has already been carried out by the time the product is imported.

<b>RSG</b>	<b>Directive Legal Interpretation</b> Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT	DLI No.: 018 Revision No.: 1 Date: 2016-05-04
	<b>DLI</b>	Page: 1/1

Origin (Notified Body):	ECB Nederland
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Approval by RSG Committee (Meeting No./Date):	meeting No. 44,19/20 April 2016
Additional Comments:	

Question related to		
Directive No.: 2013/53/EU	Standard: N/A	Other:
Article: 54 - 55		
Annex: Chapter IX		
Key Words: engine exhaust transitional period		

<b><u>Scenario/Questions:</u></b>
How will the transitional period work out for the boat builders that have bought an engine complying with the 2003/44/EC requirements, and deliver this engine fitted in a recreational craft after 17-1-2017? Is that craft in conformity with RCD 2013/53/EU, bearing in mind the fitted engine was brought on the market by the manufacturer before 18-1-2017? Or does this requirement and date also apply for the boat builders delivering their craft after 17-1-2017? This would mean builders have a very brief window to fit the last 2003/44/EC-engines in their craft.

<b><u>Interpretation:</u></b>
Article 55.1 of the new RCD 2013/53/EU guarantees the possibility to place on the market the products complying with the RCD 94/25/EC amended by 2003/44/EC until 17 January 2017. The magic word here is "placed on the market" before this date.
Placing a product on the market requires an offer or an agreement (written or verbal) between two or more legal or natural persons for the transfer of ownership, possession or any other property right concerning the product in question after the stage of manufacture has taken place. An offer or agreement concluded before the stage of manufacture has been finalised cannot be considered as placing on the market.
It means that if an engine manufacturer carries out the above mentioned transfer with a boat builder before 18 January 2017, such an engine will be considered to be placed on the market before expiry of the transitional period so may be installed into a watercraft even when the watercraft will be placed on the market after expiry of transitional period (18 January 2017). However, the watercraft itself would have to be compliant to the new RCD in case it is placed on the market from 18 January 2017 onwards.

