

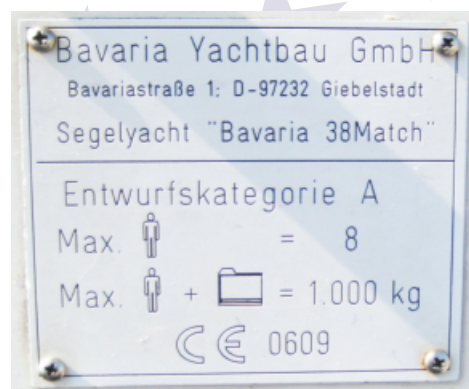
Boats, personal watercrafts, engines and components sold in Europe A quick guide to compliance under the EU Recreational Craft Directive

As an importer or distributor, you are responsible for ensuring that any craft, engine or component you place on the market is compliant with the EU directive on recreational craft. As a buyer, you need to be sure that your purchase conforms to the European standards both in terms of safety and environmental protection.

The EU directive 94/25/EC on recreational craft, as amended by EU directive 2003/44/EC (hereafter referred to as the Directive), sets minimum requirements for the trade of boats, personal watercrafts, marine engines and components. In particular, this directive sets out minimum safety and environmental requirements for boats between 2.5m-24m and personal watercraft, which guarantee their suitability for sale or use in Europe.

Under the Directive, any boat falling under its scope (whether new or second-hand) and placed on the EU market for the first time after 1998 must comply with the essential requirements as set out in the annexes to the Directive. These cover technical, safety and environmental specifications.

To help you rapidly identify non-compliant products, European Boating Industry has put together this short guide, which gives you information on the documentation and markings to look out for.



(ii) CE Marking

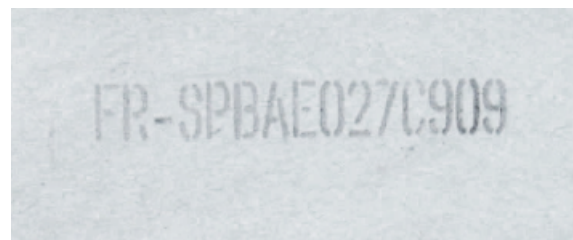
All products meeting the Directive's essential requirements should bear the CE marking of conformity. The CE marking, as shown below, appears on the recreational craft or personal watercraft in a visible, legible and indelible form (or on the packaging for small components). Where relevant, it should be accompanied by the identification number of the notified body that carried out the conformity assessment procedures.



(iii) Craft Identification

Each craft must be marked with a Craft Identification Number (CIN). This number is unique to each craft and identifies the manufacturer, where it is established and when the craft was built. The CIN must be 14 characters in length and contain the following information:

- Country of manufacturer
- Manufacturer's code
- Unique serial number
- Month & year of production
- Model year



1. Quick Check List

To ensure that the craft you are importing, distributing or purchasing complies with the Directive, you should check the following items:

- Boat Builder's Plate
- CE Marking
- Craft Identification
- Engine Identification
- Owner's Manual
- Written Declaration of Conformity

Further details on each of these items are given below.

2. Check List in Detail

(i) Boat Builder's Plate

Each boat must carry a permanently affixed builder's plate, which is mounted separately to the Craft Identification Number. It should contain the following information:

- Manufacturer's name
- CE marking (see point ii below)
- Boat design category
- Manufacturer's maximum recommended load (fuel, water, provisions, miscellaneous equipment and people), excluding the contents of the fixed tanks when full. This should appear in kilograms.
- Number of persons recommended by the manufacturer for which the boat was designed to carry when under way.

If the boat was not designed and built for the EU market, for instance second-hand imported boats, the boat will have to individually undergo a post construction assessment (also known as PCA) with a notified body to establish whether it meets the EU requirements. If so, the builder's plate will contain the words 'Post Construction Certificate'. Where relevant, the identification number of the notified body that carried out the conformity assessment procedure will be mentioned at the bottom of the plate.

The builder's plate is usually found inside the boat, for instance in the cockpit area.

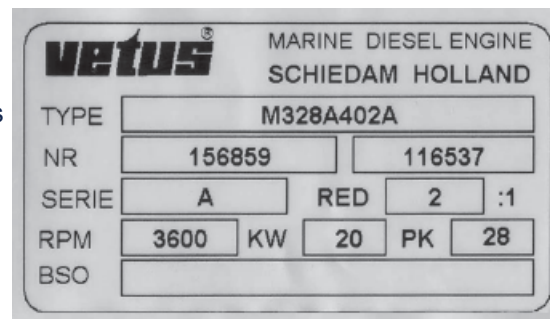
Important! This image is only an example of how the builder's plate can look. The appearance of the builder's plate can vary according to manufacturers, the important thing being that the above-mentioned information is displayed on it.

The Craft Identification Number is found in two places. One is found on or near the transom, starboard side, near the top. It can also be found on the stern. On inflatable boats, it can be found on the rigid aft cross-beam or on the console assembly. The other CIN is placed in a hidden part of the craft as a security check. The harmonised standard EN ISO 10087 gives details on these requirements.

(iv) Engine Identification

Propulsion engines must comply with the Directive's exhaust and noise emissions limits. Each engine must be clearly marked with the following information:

- Engine manufacturer's trademark or trade name
- Engine type, engine family, if applicable
- Unique engine identification number
- CE marking in case of outboard engines and stern-drive engines with integral exhaust



Important! This is only an example of how the engine plate can look like. The appearance of the engine plate can vary according to manufacturers, the important thing being that the above-mentioned information is displayed on it.

Each engine must be provided with an owner's manual. The manual provides instructions for the installation and maintenance needed to assure the proper functioning of the engine and to meet the specified exhaust emission levels. It specifies the power of the engine and the maximum rated engine power.

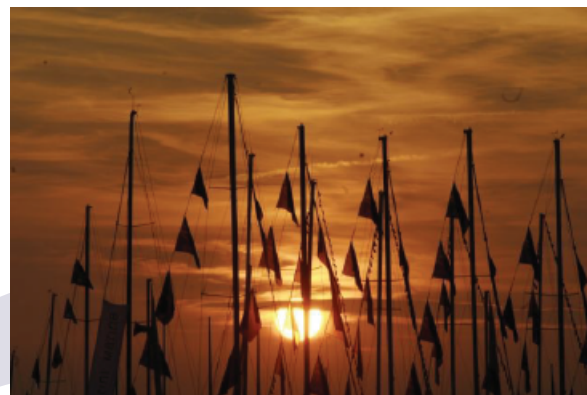
(v) Owner's Manual

All craft must come with an owner's manual, which contains information to allow the new owner to safely use and maintain the boat. You should also have the manuals for any equipment fitted for the same reasons. The manual should be provided in the official language(s) of the country in which the craft will be marketed. It contains the same information as given in the builder's plate (design category, number of persons etc.), maximum recommended load and the unladen weight of the craft in kilograms. It also provides information about the handling characteristics of the craft and draws particular attention to risks of fire and flooding. In addition, the owner's manual must also be accompanied by an important legal document called the Declaration of Conformity (see below). The harmonised standard EN ISO 10240 gives details on the content of the owner's manual.

(vi) Written Declaration of Conformity

A written Declaration of Conformity must always accompany the craft, the components or the propulsion engine and the owner's manual. The declaration of conformity is issued and signed by the manufacturer or his authorized representative, and contains the following information:

- Name and address of the manufacturer or his authorized representative
- Description of the product (make, type, serial number)
- References to the relevant harmonized standards used. Alternatively, references to the specifications on which conformity is based can be used.
- Where appropriate, there should be references to any other EU directives applied.
- Where appropriate, reference to the EC type-examination certificate issued by a notified body.
- Where appropriate, the name and address of the notified body, which carried out the conformity assessment procedures.
- Identification of the person empowered to sign on behalf of the manufacturer or his authorized representative established within the Union.



3. Special Cases

(i) Post Construction Assessment

When a used boat from a country outside of the EU or a new boat built and designed for non-EU markets is imported into the EU, the manufacturer or his representative may not necessarily be responsible for ensuring that the craft complies with the Directive. In this case, any natural or legal person who places the product on the market or puts it into service in Europe can accept this responsibility. In order to do this, the person must apply to a notified body to conduct a conformity assessment. The notified body must be provided with any available documentation or technical information about the craft. The notified body will then examine the craft and carry out calculations to ensure the craft's equivalent conformity with the requirements of the Directive and draw up a report of conformity. On this basis, the person who places the product on the market or puts it into service will draw up a declaration of conformity (see point 2. (vi)) and affix a CE mark accompanied by the unique identification number of the notified body. The builder's plate should also contain the words 'Post Construction Certificate' (see point 2. (i)).

(ii) Exempted craft changing its use

Some types of craft are exempted from the Directive's requirements, like racing boats or fishing vessels. However, if an exempted craft changes its use to become a recreational craft, all of the requirements of this Directive are most likely to apply to it. The circumstances surrounding each individual craft will determine whether or not it should be CE marked.

(iii) Partly completed craft

Article 1 of the RCD states that partly completed boats also fall within the scope of the Directive. In this case, the partly completed craft should be accompanied by a declaration by the manufacturer, his authorized representative or the person who places the partly completed craft on the market that it is intended to be completed by others.

The declaration should contain:

- The name and address of the builder
- The name and address of the representative of the builder or person responsible for the placing on the market
- A description of the partly completed craft
- A statement that the partly completed craft is intended to be completed by others and that it complied with the essential requirements that apply at that stage of the construction.



In some cases, boats can be delivered to the distributor with some parts (like consoles or tanks) to be assembled by the distributor according to the technical specifications provided by the manufacturer. In such case, the boat is considered CE marked by the manufacturer. A similar situation exists where the engine is considered CE marked once mounted and installed on board the craft according to the technical specifications established by the manufacturer.

It is important to remember that a completed craft, whether by a professional or an amateur, must be CE marked before being put into service or placed on the market.

4. Possible consequences

Failure to comply with the requirements of the Directive or to provide the relevant documentation to the customs and/or market surveillance authorities, should they request it, could result in the craft being suspended from free circulation in the single market. Most non-compliant boats can be made to comply but there is a cost involved which will be at your own expense. You should remember that a non-compliant boat is not worth as much as a compliant one provided with full documentation – just think about the resale value of your boat in a couple of years. As a user or professional, your insurance cover may be invalid if it is found that your boat was non-compliant. Finally, with stricter emission and noise levels in place in Europe since 2006, it is unlikely that a used engine will be able to meet the current requirements.

If your product fulfills the obligations set out in this guide, it is most likely that it is compliant with the Directive. Should you have any doubts, please contact your national industry association which can advise you further.

5. Useful Links

The list of national industry associations is available on:

<http://www.europeanboatingindustry.eu/about-us/about-us-members.html>

The text of the EU directives mentioned in this guide is available in all EU languages on:

<http://eur-lex.europa.eu/en/index.htm>

About European Boating Industry

European Boating Industry acts as the single reference organization at the EU level for the leisure marine industry. Our membership consists of 19 national marine industry associations from 17 countries and encompasses all sectors relating to boating and watersports, including boatbuilders, equipment manufacturers, infrastructure builders and operators, and service providers.

For more information about the work we carry out, please visit www.europeanboatingindustry.eu or contact us at: office@europeanboatingindustry.eu

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