



# GUIDELINES 2026

for the  
Recreational Craft Directive 2013/53/EU

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

Prepared by  
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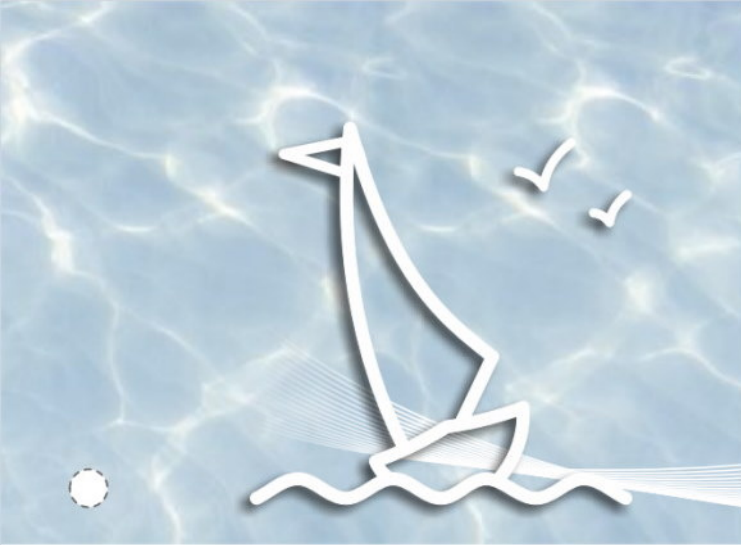
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# GUIDELINES 2026

## 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	""
24 Genoa	23/24.09.02	RINA	""

RSG Committee Meeting No/Location	Date	Host	Chairman
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	""
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	""
46 Leuven	17/18.04.18	EU Commission Services	""
47 Berlin	06/07.05.19	EU Commission Services	""
48 Genoa	17.10.19	RINA	Acting chairp. V. Höglund
49 On line	13.10.20	Technical Secretariat	Uli Heinemann (IMCI)





## Meetings of RSG

<b>RSG Committee Meeting No/Location</b>	<b>Date</b>	<b>Host</b>	<b>Chairman</b>
50 On line	26.11.20	Technical Secretariat	Uli Heinemann (IMCI)
51 On line	26.01.21	Technical Secretariat	""
52 Brussels	20.10.21	Administrative Secretariat	""
53 part A Brussels	05.05.22	Administrative Secretariat	""
53 part B Brussels	06.10.22	Administrative Secretariat	Ville Höglund (DNV-GL)
54 part A Rimini	11.05.23	Istituto Giordano SpA	""
54 part B Plataniás	19.10.23	China Classification Society	Ville Höglund (HPi Verification Services )
55 part A Palermo	11.04.24	Udicer	""
55 part B Palma de Mallorca	17.10.24	ALDAMAR INSPECCIÓN	""
56 part A Gdańsk	10.04.25	PRS - Polski Rejestr Statków	""
56 part B Split	16.10.25	Hrvatski registar brodova	""

[illegible]





## 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

Annex III of RCD: Declaration by the manufacturer or the importer of the partly completed watercraft (article 6(2))

Annex IV of RCD: EU DECLARATION OF CONFORMITY No xxxxx ( 1 )

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 Supplementary procedure to be applied under conformity to type based on internal production control (Module C)

Annex IX Technical documentation");

### Part III: Conformity Assessment Procedures including:

Annex II of Decision No 768/2008/EC as specified in Article 24 «Supplementary requirements» of RCD II

### 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

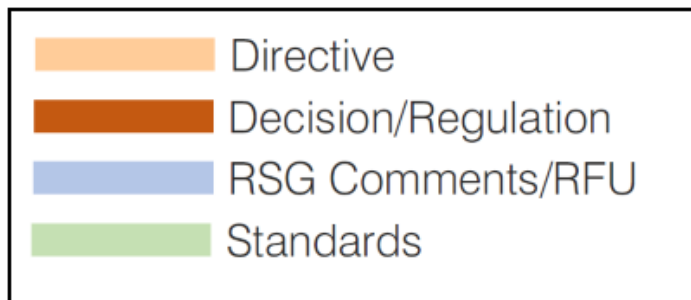
### Part VI: Recommendations for Use (RfU) prepared by RSG





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

- 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 and RfUs





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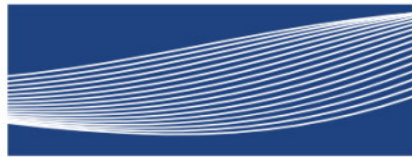
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# GUIDELINES 2026

## **PART 1:** DIRECTIVE ARTICLES





## 1. GENERAL PROVISIONS

### Article 1: Subject matter

Relevant  
documents:  
[ERFU # 65r1](#)

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:  
[RFU # 109r2](#)  
[ERFU # 65r1](#)

### Article 2: Scope

Relevant  
documents:  
[RFU # 136r3](#)  
[RFU # 128r2](#)  
[ERFU # 190r1](#)

1. This Directive shall apply to the following products:

(a) recreational craft and partly completed recreational craft;





**Relevant documents:**  
**ERFU # 34r1**

**Relevant standards:**  
**EN ISO 12215-2:2018**

- (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:**  
**RFU # 156r3**  
**RFU # 190r1**  
**ERFU # 127r1**

**Relevant standards:**  
**EN ISO 12215-2:2018**

- (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  
ERFU # 151r1  
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:**  
RFU # 190r1  
ERFU # 137r1  
ERFU # 64r1  
ERFU # 190r1

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;

**Relevant documents:**  
ERFU # 127r1

- (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;

**Relevant documents:**  
ERFU # 151r1  
ERFU # 165r2

**Relevant standards:**  
EN ISO 16315:2016





(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:**  
RFU # 199r1  
ERFU # 137r1  
ERFU # 132r1

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

**Relevant documents:**  
ERFU # 165r2

**Relevant standards:**  
EN ISO 16315:2016

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

**Relevant documents:**  
ERFU # 180r1

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





**Relevant documents:**  
ERFU # 166r2

**Relevant standards:**  
EN ISO 8666:2020,  
EN ISO  
8666:2020/A11:2021

(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  
ERFU # 197r1

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 # 130r2**

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:

(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;

#### **RSG COMMENT:**

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.

(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:  
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:**  
**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.

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

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 declaration 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

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:**

RFU #  
136r3  
RFU #  
128r2  
RFU #  
212r1  
ERFU #  
98r1  
ERFU #  
119r1  
ERFU #  
15r1  
ERFU #  
58r1  
ERFU #  
59r1  
ERFU #  
190r1

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 # 159r1  
ERFU # 43r1  
ERFU # 44r1  
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:

- (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 # 159r1](#)  
[ERFU # 43r1](#)  
[ERFU # 68r1](#)  
[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 # 159r1**  
**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:**  
RFU # 109r2  
RFU # 128r2  
RFU # 212r1  
ERFU # 98r1  
ERFU # 119r1  
ERFU # 138r2  
ERFU # 190r1

## Article 24: Supplementary requirements





**Relevant documents:**  
**RFU # 128r2**  
**ERFU # 7r1**  
**ERFU # 119r1**  
**ERFU # 15r1**  
**ERFU # 58r1**  
**ERFU # 32r1**  
**ERFU # 159r1**  
**ERFU # 175r1**

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.

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.





**Relevant  
documents:**  
**ERFU # 180r1**

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.

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

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

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 2026

## **PART 2:** ANNEXES





## ANNEX I ESSENTIAL REQUIREMENTS

**Relevant documents:**  
ERFU # 127r1  
ERFU # 162r1  
ERFU # 158r1  
ERFU # 64r1  
ERFU # 58r1  
ERFU # 28r1  
ERFU # 166r2

**Relevant standards:**  
EN ISO 11192:2018  
EN ISO 9094:2017

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

**Relevant standards:**  
EN ISO 12217-1:2017





## 1. 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**

**Relevant standards:**  
**EN ISO 6185-3:2018**  
**EN ISO 6185-4:2018**

### 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 # 177r1  
ERFU # 39r1  
ERFU # 198r1



**Relevant standards:**EN ISO 10087:2019EN ISO 6185-4:2018EN ISO 6185-3:2018EN ISO 10087:2022

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 # 205r1ERFU # 188r1ERFU # 147r1



**Relevant standards:**EN ISO 14945:2021EN ISO 13590:2018EN ISO 6185-4:2018EN ISO 6185-3:2018EN ISO 6185-2:2018EN ISO 6185-1:2018EN ISO 8666:2020,EN ISO8666:2020/A11:2021

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;

**Relevant standards:**EN ISO 14946:2021EN ISO 8666:2020

- (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 documents:**  
ERFU # 174r1  
ERFU # 204r1

**Relevant standards:**  
EN ISO 13590:2018  
EN ISO 6185-4:2018  
EN ISO 6185-3:2018  
EN ISO 6185-2:2018  
EN ISO 6185-1:2018  
EN ISO 15085:2003;  
EN ISO  
15085:2003/A1:2009;  
EN ISO  
15085:2003/A2:2018

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 6185-4:2018  
EN ISO 6185-3:2018  
EN ISO 6185-2:2018  
EN ISO 6185-1:2018  
EN 15609:2021

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





Relevant documents:  
ERFU # 174r1  
ERFU # 103r1  
ERFU # 130r2





**Relevant standards:**

EN ISO 12215-2:2018  
EN ISO 14895:2016  
EN ISO 14946:2021  
EN ISO 8849:2021  
EN ISO 8099-2:2021  
EN ISO 9093:2021  
EN ISO 11105:2020  
EN ISO 12215-5:2019  
EN ISO 25197:2018  
EN ISO 16180:2018  
EN ISO 15084:2018  
EN ISO 13590:2018  
EN ISO 12215-9:2018  
EN ISO 12215-8:2018  
EN ISO 12215-3:2018  
EN ISO 11812:2018  
EN ISO 11547:2018  
EN ISO 6185-4:2018  
EN ISO 6185-3:2018  
EN ISO 6185-2:2018  
EN ISO 6185-1:2018  
EN ISO 15085:2003;  
EN ISO  
15085:2003/A1:2009;  
EN ISO  
15085:2003/A2:2018  
EN ISO 8099-1:2018  
EN ISO 13929:2017  
EN ISO 12217-3:2017  
EN ISO 12217-2:2017  
EN ISO 12217-1:2017  
EN ISO 10239:2017  
EN ISO 9094:2017  
EN ISO 16315:2016  
EN ISO 11592-1:2016  
EN ISO 8847:2021





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.

**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.





List of language requirements for the owner's manual for all EU/EEA countries		Recommended contact for translation services <i>* Note: these are not officially recognised companies</i>
<b>Austria</b>		
<b>Belgium</b>	Languages Dutch, French and German.	
<b>Bulgaria</b>	According to art. 15(4) of the Ordinance on the essential requirements and conformity assessment of recreational crafts and recreational crafts for personal use, when placed on the Bulgarian market, the owner's manual should be in Bulgarian.	<b>Sigma Agency</b> Silvia Georgieva: Tel: +359 884 246 005 Email: <a href="mailto:sisprevodi@gmail.com">sisprevodi@gmail.com</a> Skype: Sisentce
<b>Croatia</b>	In Croatia, the owner's manual and DoC shall be in Croatian language.	
<b>Cyprus</b>	According to national regulations( P.I. 191/2017) the owner's manual must be in the Greek language and if possible in the English language as well.	<b>OSEAN 360 Marine &amp; Energy Consultants , Products &amp; Services EMEA</b> T +357 25 100360 F +357 25 115360 M +357 99 101515 Email: <a href="mailto:pepy.orphanidou@osean360.com">pepy.orphanidou@osean360.com</a> Website: <a href="http://www.osean360.com">www.osean360.com</a>
<b>Czech Republic.</b>	Owner's manual (all) MUST be in Czech language. Other languages can be used as additional languages in manuals.	<b>Sebastian Pavlovic, Dipl.-Ing.</b> Shipping and Waterborne Transport division Ministry of Transport of the Czech Republic tel: +420 225 131 213 mob: +420 725 548 923 e-mail: <a href="mailto:sebastian.pavlovic@seznam.cz">sebastian.pavlovic@seznam.cz</a>
<b>Denmark</b>	In Denmark we accept Danish, Swedish and Norwegian if it cannot be misunderstood.	The Danish Maritime Authority have used E-translate for some translations <a href="https://etranslate.dk/">https://etranslate.dk/</a> <b>Estonian Small Craft Competence Centre</b> <a href="https://www.scc.ee/contact/">https://www.scc.ee/contact/</a>
<b>Estonia</b>	The owner's manual should be in Estonian	
<b>Finland</b>	In Finland, the manual shall be in both Finnish and Swedish languages.	List of designers/translators published by Finnboat here: <a href="http://www.finnboat.fi/en/en_16.html?Yritys=&amp;Tyyppi=7&amp;Yhdistys=&amp;Laani=&amp;Paikkakunta=&amp;Jarjesta=6&amp;Hae=Search">http://www.finnboat.fi/en/en_16.html?Yritys=&amp;Tyyppi=7&amp;Yhdistys=&amp;Laani=&amp;Paikkakunta=&amp;Jarjesta=6&amp;Hae=Search</a>  Two professional translators with marine experience <a href="mailto:riitta.laatikainen@yahoo.com">riitta.laatikainen@yahoo.com</a> <a href="mailto:lotten.brannkarr@scandix.fi">lotten.brannkarr@scandix.fi</a>
<b>France</b>	In France, owner's manuals must be in French.It's indicated in Article R5113-18 of Code des transports (RCD II is transposed into French legislative text "Code des transports").	<b>Grégoire Dolto</b> Connaissances Techniques du Nautisme 7 Square Grange 75013 Paris <a href="mailto:gregoire.dolto@wanadoo.fr">gregoire.dolto@wanadoo.fr</a> +33 (0)6 08 22 26 62





List of language requirements for the owner's manual for all EU/EEA countries		Recommended contact for translation services <i>* Note: these are not officially recognised companies</i>
		<b>weis weltweit übersetzen</b> Bismarckstraße 16 97318 Kitzingen Mobil: +49 (0) 171-34 907 34 Mail: info@weis-weltweit.de
<b>Germany</b>	Owner's manual must be in German (Art. 6 (3) of our national transposition of RCD).	
<b>Greece</b>	According to national regulations (Joint Ministerial Decision 13926/DTBN 216/08.02.2016), the owner's manual must be in the Greek language.	
<b>Hungary</b>		
<b>Iceland</b>	According to the national regulation for Recreational Crafts, the owner's manual shall be in Icelandic (National regulation no. 130/2016).	<b>Association of Icelandic Court Interpreters and Translators</b> <a href="https://www.flds.is/homepage/index_EN.php">https://www.flds.is/homepage/index_EN.php</a> Two recommended: <a href="https://skjal.com/">https://skjal.com/</a> <a href="https://skopos.is/en/">https://skopos.is/en/</a>
<b>Ireland</b>	English. It is optional for it to be in Irish in addition to English, but not mandated.	
<b>Italy</b>	Owner's Manual must be in Italian language in all its parts. It can be written in any other language in addition to Italian.	
<b>Latvia</b>	The owner's manual should be in Latvian language. Other languages easy understandable for end-users can be used as additional.	
<b>Lithuania</b>	The owners manual must be in Lithuanian language.	
<b>Luxembourg</b>	Luxembourg: the owner's manual should be in one of the 3 official languages: French, German, Luxembourgish.	
<b>Malta</b>	English or Maltese	
<b>The Netherlands</b>	Owner's manual: Dutch or English DoC: Dutch	Check with Notified Bodies in Netherlands
<b>Norway</b>	Norwegian. Swedish and Danish if not misunderstood.	
<b>Poland</b>	The owner's manual must be in Polish	Mr Artur Karczewski, tel. +48 724 172 863, e-mail: artkarcz@gmail.com
<b>Portugal</b>	In Portugal, according to national transposition of RCD, the manual and the DoC must be in Portuguese (Decreto-Lei n.º 26-A/2016, de 9 de junho).	
<b>Romania</b>	Art. 7(7) and art. 9(4) of Government Decision 464/2017 transposing Directive 2013/53/EU require that information included in Owner's Manual shall be in Romanian or other languages easy understandable by consumers.	
<b>Slovenia</b>	In Slovenia, the owner's manual and DoC shall be in Slovenian language.	Check with existing boat manufacturers in Solvenia - <a href="https://elan.si/en/nautical-division">https://elan.si/en/nautical-division</a>
<b>Slovakia</b>	According to national regulations, the owner's manual must be in the Slovak language.	
<b>Spain</b>	According to our national transposition of RCD, in Spain the manual must be in Spanish (Art. 18 of the Royal Decree 98/2016, March 11).	
<b>Sweden</b>	The owner's manual and the DoC shall be in the Swedish language.	Responded but no recommendations
<b>Switzerland</b>	The following languages are accepted for owner's manuals or DoCs in Switzerland: German, French, Italian or English	





### 3. INTEGRITY AND STRUCTURAL REQUIREMENTS

#### 3.1. Structure

**Relevant standards:**  
**EN ISO 8666:2020**



**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. Mast(s) and their rigging are not considered critical items. 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 12216:2020 Small Craft - Windows, port lights, hatches, deadlights and doors - Strength and tightness requirements (see Annex I.A.3.4).

**Relevant****documents:****RFU #****156r3****ERFU #****168r1****ERFU #****196r1**



**Relevant standards:**EN ISO 12215-5:2019EN ISO 13590:2018EN ISO 12215-9:2018EN ISO 12215-8:2018EN ISO 12215-6:2018EN ISO 12215-4:2018EN ISO 12215-3:2018EN ISO 12215-1:2018EN ISO 6185-4:2018EN ISO 6185-3:2018EN ISO 6185-2:2018EN ISO 6185-1:2018EN ISO 8666:2020,EN ISO8666:2020/A11:2021

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.

### 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:**

RFU # 208r1

ERFU # 167r1

ERFU # 138r2

ERFU # 154r2

ERFU # 32r1

ERFU # 197r1

ERFU # 204r1

**Relevant standards:**

EN ISO 6185-4:2018

EN ISO 6185-3:2018

EN ISO 6185-2:2018

EN ISO 6185-1:2018

EN ISO 12217-3:2017

EN ISO 12217-2:2017

EN ISO 12217-1:2017

EN ISO 8666:2020,

EN ISO

8666:2020/A11:2021

EN 15609:2021

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 # 154r2  
ERFU # 32r1  
ERFU # 204r1

**Relevant standards:**  
EN ISO 13590:2018  
EN ISO 6185-4:2018  
EN ISO 6185-3:2018  
EN ISO 6185-2:2018  
EN ISO 6185-1:2018  
EN ISO 12217-3:2017  
EN ISO 12217-2:2017  
EN ISO 12217-1:2017  
EN ISO 8665:2017  
EN ISO 8666:2020  
EN ISO 8666:2020/A11:2021

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:**  
RFU # 209r1  
ERFU # 96r2  
ERFU # 171r1  
ERFU # 189r1  
ERFU # 201r1

**Relevant standards:**  
EN ISO 9093:2021  
EN ISO 12216:2018  
EN ISO 12215-6:2018  
EN ISO 6185-4:2018  
EN ISO 6185-3:2018  
EN ISO 8666:2020,  
EN ISO  
8666:2020/A11:2021

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 documents:**  
RFU # 206r1  
RFU # 208r1  
ERFU # 154r2  
ERFU # 207r1

**Relevant standards:**  
EN ISO 12215-2:2018  
EN ISO 11105:2020  
EN ISO 11812:2018  
EN ISO 6185-4:2018  
EN ISO 6185-3:2018  
EN ISO 6185-2:2018  
EN ISO 6185-1:2018  
EN ISO 12217-3:2017  
EN ISO 12217-2:2017  
EN ISO 12217-1:2017

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

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.

**Relevant standards:**  
EN ISO 8849:2021

### 3.6. Manufacturer's maximum recommended load





**Relevant documents:**  
RFU # 209r1  
ERFU # 76r1  
ERFU # 143r3  
ERFU # 188r1

**Relevant standards:**  
EN ISO 14946:2021  
EN ISO 6185-4:2018  
EN ISO 6185-3:2018  
EN ISO 6185-2:2018  
EN ISO 6185-1:2018  
EN ISO 12217-3:2017  
EN ISO 12217-2:2017  
EN ISO 12217-1:2017  
EN ISO 8666:2020,  
EN ISO  
8666:2020/A11:2021

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 standards:**  
EN ISO 6185-4:2018  
EN ISO 6185-3:2018





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 standards:**  
EN ISO 12216:2018  
EN ISO 12217-3:2017  
EN ISO 12217-2:2017  
EN ISO 12217-1:2017  
EN ISO 9094:2017  
EN 15609:2021

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 13590:2018  
EN ISO 15084:2018  
EN ISO 6185-1:2018  
EN ISO 6185-2:2018  
EN ISO 6185-3:2018  
EN ISO 6185-4:2018

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 # 146r1  
ERFU # 145r1  
ERFU # 103r1  
ERFU # 200r1

**Relevant standards:**  
EN ISO 6185-4:2018  
EN ISO 6185-3:2018  
EN ISO 6185-2:2018  
EN ISO 6185-1:2018  
EN ISO 8665:2017  
EN ISO 11592-1:2016  
EN ISO 11592-2:2021

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

**Relevant standards:**  
EN ISO 8666:2020

### 5.1. Engines and engine compartments





**Relevant standards:**

EN ISO 8469:2021

EN ISO 6185-4:2018

EN ISO 6185-3:2018

**Relevant documents:**

ERFU # 50r2

ERFU # 152r2

**Relevant standards:**

EN ISO 16147:2021

EN ISO 11105:2020

EN ISO 15584:2017

EN ISO 9094:2017

EN ISO 8846:2017

5.1.1. Inboard engine

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.



**RSG COMMENT:**

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 8846 - 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.

The insulating materials inside the engine compartment shall not sustain combustion.

**RSG COMMENT:**

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).

**5.1.2. Ventilation****RSG COMMENT:**

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

**Relevant documents:**  
ERFU # 50r2  
ERFU # 191r1



**Relevant standards:****EN ISO 11105:2020****EN ISO 13590:2018****EN ISO 9094:2017****EN 15609:2021**

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 11547:2018**

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 13590:2018**





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 # 144r5  
ERFU # 135r3

**Relevant standards:**  
EN ISO 14895:2016  
EN ISO 13590:2018  
EN ISO 6185-4:2018  
EN ISO 6185-3:2018

### 5.2.1. General

**Relevant standards:**  
EN ISO 16147:2021  
EN ISO 8469:2021  
EN ISO 7840:2021  
EN ISO 15584:2017  
EN ISO 9094:2017  
EN 15609:2021  
EN ISO 10088:2023

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.

**5.2.2. Fuel tanks**

**Relevant documents:**  
ERFU # 175r1  
ERFU # 148r4

**Relevant standards:**  
EN ISO 11105:2020  
EN ISO 21487:2018  
EN ISO 9094:2017  
EN 15609:2021

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 10133:2017  
EN ISO 8846:2017

(b) separated from living quarters.





Diesel fuel tanks may be integral with the hull.

### 5.3. Electrical system

#### Relevant documents:

ERFU # 101r3

ERFU # 194r2

#### Relevant standards:

EN ISO 8849:2021

EN ISO 16147:2021

EN ISO 13590:2018

EN ISO 6185-4:2018

EN ISO 6185-3:2018

EN ISO 15584:2017

EN ISO 9094:2017

EN ISO 8846:2017

EN ISO 16315:2016

EN 60092-507:2015

EN 15609:2021

EN ISO 13297:2021,

EN ISO

13297:2021/A1:2022,

EN ISO

13297:2021/A11:2023

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 documents:**  
ERFU # 163r1  
ERFU # 179r1

**Relevant standards:**  
EN ISO 25197:2018  
EN ISO 13590:2018  
EN ISO 6185-4:2018  
EN ISO 6185-3:2018  
EN ISO 6185-2:2018  
EN ISO 6185-1:2018

**5.4.1. General**

**Relevant standards:**  
EN ISO 23411:2021  
EN ISO 13929:2017  
EN ISO 8847:2021  
EN ISO 10592:2022  
EN ISO 8848:2022

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:**  
RFU # 71r2  
ERFU # 89r1

**Relevant standards:**  
EN ISO 12215-8:2018  
EN ISO 8666:2020,  
EN ISO  
8666:2020/A11:2021

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.

**Relevant documents:**  
ERFU # 77r3

#### 5.5. Gas system

**Relevant documents:**  
ERFU # 139r2  
ERFU # 93r2

**Relevant standards:**  
EN ISO 6185-4:2018  
EN ISO 6185-3:2018  
EN ISO 10239:2017  
EN ISO 9094:2017  
EN 15609:2021





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 documents:**  
ERFU # 187r2  
ERFU # 149r1  
ERFU # 130r2

**Relevant standards:**  
EN ISO 6185-4:2018  
EN ISO 6185-3:2018

##### 5.6.1. General



**Relevant standards:**EN ISO 14895:2016EN ISO 8849:2021EN ISO 16147:2021EN ISO 7840:2021EN ISO 15584:2017EN ISO 10239:2017EN ISO 9094:2017EN 60092-507:2015EN 15609:2021EN ISO 10088:2023EN ISO 13297:2021,EN ISO13297:2021/A1:2022,EN ISO13297:2021/A11:2023

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****Relevant documents:**ERFU # 158r1ERFU # 192r1ERFU # 161r2**Relevant standards:**EN ISO 9094:2017





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 # 140r1  
ERFU # 27r1

**Relevant standards:**  
EN ISO 16180:2018  
EN ISO 6185-3:2018  
EN ISO 6185-4:2018

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:**  
RFU # 213r2  
ERFU # 164r1  
ERFU # 94r3



**Relevant standards:**EN ISO 8099-2:2021EN ISO 6185-4:2018EN ISO 6185-3:2018EN ISO 8099-1:2018EN ISO 10088:2023

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.

**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.

**B. Essential requirements for exhaust emissions from propulsion engines****Relevant documents:**ERFU # 68r1

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:

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





## 1. PROPULSION ENGINE IDENTIFICATION

**Relevant documents:**  
**ERFU # 183r1**

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**

## 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 8178-4:2007 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

**Relevant documents:**  
**ERFU # 180r1**

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  $PN \leq 373$  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

#### **RSG COMMENT:**

Compression ignition outboard engines shall satisfy the requirements of clause (d), as outboard engines.

### 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 8665:2017**

## 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





**Relevant standards:**  
**EN ISO 14509-1:2018**  
**EN ISO 14509-3:2018**

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. The calibration laboratory for sound meter and calibrator must be accredited according to ISO/IEC 17025.

Rated Engine Power (single engine) In kW	Maximum Sound Pressure Level = $L_{pA5max}$ 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  $L_{pA5max}$  = 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 # 116r1

ERFU # 50r2

ERFU # 160r1

ERFU # 26r1

ERFU # 58r1

ERFU # 175r1

ERFU # 101r3

ERFU # 189r1

ERFU # 117r4

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

### Relevant

### documents:

ERFU # 148r4

### Relevant standards:

EN ISO 8849:2021

EN ISO 15584:2017

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

### Relevant standards:

EN ISO 11547:2018





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

**Relevant documents:**  
ERFU # 115r3

**Relevant standards:**  
EN ISO 23411:2021  
EN ISO 25197:2018  
EN ISO 8847:2021  
EN ISO 10592:2022  
EN ISO 8848:2022

(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:**  
ERFU # 182r1  
ERFU # 148r4

**Relevant standards:**  
EN ISO 8469:2021  
EN ISO 7840:2021  
EN ISO 21487:2018

5) Prefabricated hatches, and port lights.



**RSG COMMENT:**

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

**Relevant documents:**

ERFU # 26r1

ERFU # 96r2

**Relevant standards:**

EN ISO 12216:2018





## 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 IV EU DECLARATION OF CONFORMITY No xxxxx ( 1 )

Relevant  
documents:  
ERFU # 108r1  
ERFU # 20r1

1. No xxxxx (Product: product, batch, type, or serial number):
2. Name and address of the manufacturer or his authorised representative [The authorised representative must also give the business name and address of the manufacturer] or the private importer.
3. This declaration of conformity is issued under the sole responsibility of the manufacturer or the private importer or the person referred to in Article 19(3) or (4) of Directive 2013/53/EU.
4. Object of the declaration (identification of product allowing traceability. It may include a photograph, where appropriate):
5. The object of the declaration described in point 4 is in conformity with the relevant Union harmonisation legislation:
6. References to the relevant harmonised standards used or references to the other technical specifications in relation to which conformity is declared:





7. Where applicable, the notified body ... (name, number) performed ... (description of intervention) and issued the certificate:

8. Identification of the person empowered to sign on behalf of the manufacturer or his authorised representative

9. Additional information:

The EU declaration of conformity shall include a statement of the propulsion engine manufacturer and that of the person adapting an engine in accordance with points (b) and (c) of Article 6(4) that:

(a) when installed in a watercraft, in accordance with the installation instructions accompanying the engine, the engine will meet:

(i) the exhaust emission requirements of this Directive;

(ii) the limits of Directive 97/68/EC as regards engines 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; or

(iii) the limits of Regulation (EC) No 595/2009 as regards engines type-approved in accordance with that Regulation.

The engine must not be put into service until the watercraft into which it is to be installed has been declared in conformity, if so required, with the relevant provision of this Directive.

If the engine has been placed on the market during the additional transitional period provided for in Article 55(2), the EU declaration of conformity shall contain an indication thereof. Signed for and on behalf of: (place and date of issue) (name, function) (signature)









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

See PART 4: Post-Construction Assessment (PCA)





## 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 # 7r1  
ERFU # 59r1  
ERFU # 180r1

### 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  $\bar{X}$  of the results obtained from the sample shall be calculated for each regulated component of the exhaust and noise emission. The production of the series shall be deemed to conform to the requirements ('pass decision') if the following condition is met:





$$X + k \cdot S \leq L$$

$S$  is standard deviation, where:

$$S^2 = \sum (x - X)^2 / (n - 1)$$

$X$  = the arithmetical mean of the results obtained from the sample

$x$  = the individual results obtained from the sample

$L$  = the appropriate limit value

$n$  = the number of engines in the sample

$k$  = statistical factor depending on  $n$  (see table below)

$n$	2	3	4	5	6	7	8	9	10
$k$	0,973	0,613	0,489	0,421	0,376	0,342	0,317	0,296	0,279
$n$	11	12	13	14	15	16	17	18	19
$k$	0,265	0,253	0,242	0,233	0,224	0,216	0,210	0,203	0,198

If  $n \geq 20$  then  $k = 0,860 / \sqrt{n}$ .





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

Relevant  
documents:  
ERFU # 108r1

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.

## ANNEX IX TECHNICAL DOCUMENTATION

Relevant  
documents:  
ERFU # 84r1

The technical documentation referred to in Article 7(2) and Article 25 shall, as far as it is relevant for the assessment, contain the following:





- (a) A general description of the type;
- (b) Conceptual design and manufacturing drawings and schemes of components, sub-assemblies, circuits, and other relevant data;
- (c) Descriptions and explanations necessary for the understanding of said drawings and schemes and the operation of the product;
- (d) A list of the standards referred to in Article 14, applied in full or in part, and descriptions of the solutions adopted to fulfil the essential requirements when the standards referred to in Article 14 have not been applied;
- (e) Results of design calculations made, examinations carried out and other relevant data;
- (f) Test reports, or calculations namely on stability in accordance with point 3.2 of Part A of Annex I and on buoyancy in accordance with point 3.3 of Part A of Annex I;
- (g) Exhaust emissions test reports demonstrating compliance with Section 2 of Part B of Annex I;
- (h) Sound emissions test reports demonstrating compliance with Section 1 of Part C of Annex I.









# GUIDELINES 2026

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





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

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 A: Internal production control

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

Manufacturer or his Authorised Representative:	Notified Body:	RFU/ERFU
<b>Design and Construction</b>		
<p><b>1. Technical documentation</b> 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:</p> <ul style="list-style-type: none"> <li>• a general description of the product,</li> <li>• conceptual design and manufacturing drawings and schemes of components, sub-assemblies, circuits, etc.</li> <li>• descriptions and explanations necessary for the understanding of those drawings and schemes and the operation of the product,</li> <li>• 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,</li> <li>• results of design calculations made, examinations carried out, etc., and test reports.</li> </ul> <p><b>2. Manufacturing</b> 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.</p> <p><b>3. Conformity marking and declaration of conformity</b> 3.1. 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.</p>	No intervention.	<p>#15</p> <p>#58</p>



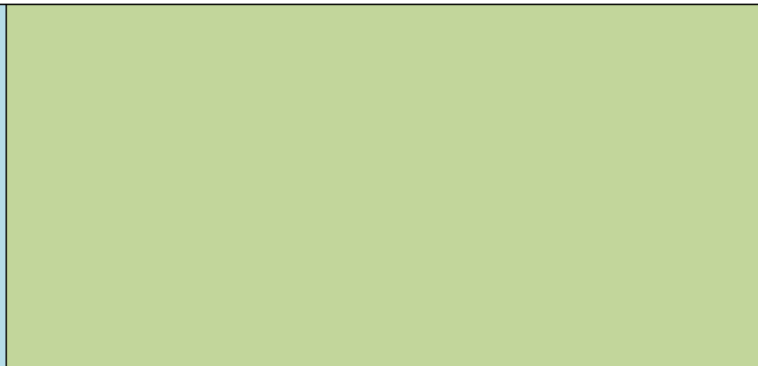


3.2. The Manufacturer shall draw up a written declaration of conformity for a product model and keep it together with the technical documentation at the disposal of the national authorities for 10 years after the product has been placed on the market. The declaration of conformity shall identify the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

4. Authorised Representative

The Manufacturer's obligations set out in points 1, 2 and 3 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 A1: Internal production control plus supervised product testing

#### RSG comments:

#### General comments:

Internal production control plus supervised product testing is the conformity assessment procedure whereby the Manufacturer fulfils the obligations laid down in points 1, 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.

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.

The Manufacturer needs to agree with the Notified Body (Notified Body) of his choice on tests, procedures, equivalent calculations, or controls to be undertaken, the number of these, and the number of watercraft upon which they have to apply.

Manufacturer or his Authorised Representative:	Notified Body:	RFU/ERFU
<b>Design and Construction</b>		
<p>1. Technical documentation</p> <p>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).</p> <p>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:</p> <ul style="list-style-type: none"> <li>• a general description of the product,</li> <li>• conceptual design and manufacturing drawings and schemes of components, sub-assemblies, circuits, etc.</li> <li>• descriptions and explanations necessary for the understanding of those drawings and schemes and the operation of the product,</li> <li>• 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,</li> <li>• results of design calculations made, examinations carried out, etc., and</li> <li>• test reports.</li> </ul> <p>2. Manufacturing</p>	<p>It shall be the Notified Body's responsibility to ensure that agreed tests, procedures, equivalent calculations or controls are assessed to demonstrate conformity with Annex I, A par. 3.2 &amp; 3.3 of the Essential Requirements (ER) and Annex I.C. of the ER.</p> <p>These tests or controls should be carried out by the watercraft Manufacturer and witnessed and/or verified by the Notified Body. Alternatively the tests may be conducted by another party appointed by the Manufacturer and agreed upon by the Notified Body and witnessed and/or verified by the Notified Body. When conformity with the ER of the Directive is established, an official document is issued by the Notified Body. It must be titled as Examination Report Design and Construction.</p> <p>To perform this assessment, the Notified Body must review any technical documentation established by the Manufacturer which deals exclusively with stability and freeboard (Directive 2013/53/EU, Annex I.A.3.2) and buoyancy and flotation (Directive 2013/53/EU, Annex I.A.3.3) as well as with cockpit drainage, openings and windows, noise as appropriate.</p> <p>Tests, procedures calculations, or other controls are performed on one or several watercraft representing the production of the Manufacturer, which are identified in the technical documentation. As a minimum recommended procedure a watercraft representing the production of a new model of the Manufacturer should be inspected by the Notified Body. A complete new stability assessment of the watercraft may not be necessary if analysis by extrapolation and/or interpolation is based on already verified types</p>	<p>#07</p> <p>#15</p> <p>#58</p> <p>#59</p>





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.

### 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 are carried out under the responsibility of a Notified Body chosen by the Manufacturer.

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 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 points 1, 2 and 4 may be fulfilled by his Authorised Representative, on his behalf and under his responsibility, provided that they are specified in the mandate.

very close to the watercraft in question, and the relevant requirements are obviously fulfilled with a large margin.

This may be the case when:

- a few well defined items are removed or added
- a few well defined measures are decreased or increased.

## Noise emissions

For recreational watercraft 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 noise assessment, boat families may be used to identify the boats representing the production.





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.

In all cases the NB shall give a stability assessment report to the manufacturer covering all applicable sections of the harmonised stability standard including the description of the downflooding point. The module A1 Examination reports shall reference the assessment report

#### Minimum information to be displayed in the A1 Examination Report for Design & Construction

The following list contains the minimum information to be displayed on the Module A1 Examination Reports for the stability and the buoyancy.

- Reference to Notified Body
- Reference to Module A1, Essential Requirement A 3.2 and 3.3
- Reference to Design Category
- Reference to Design & Construction
- Name of Manufacturer / Applicant
- Address
- Product
- Watercraft type
- Hull length
- Maximum engine power
- Maximum weight of outboard engine (if applicable)
- Manufacturer's maximum recommended load according to ISO 14945
- Maximum number of persons
- Reference to applied standards
- Conditions for validity as applicable
- Certificate number
- Reference to date and place of issue with signature, stamp and number of Notified Body

#### Minimum information to be displayed in the A1 Examination Report for Noise Emissions

The following list contains the minimum information to be displayed on the Module A1 Examination Reports for the noise emissions.

- Reference to Notified Body
- Reference to Module A1, Essential Requirement C 1
- Reference to Noise Emissions
- Name of Manufacturer / Applicant





- Address
- Product
- Watercraft type
- Drive type
- Exhaust type
- Muffler type
- Reference to applied standards
- Conditions for validity as applicable
- Certificate number
- Reference to date and place of issue with signature, stamp and number of Notified Body
- Reference to the stability assessment report





## 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),~~

2. 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 B: EU-type Examination

### RSG comments:

#### General comments:

EU-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.

EU-type examination shall be carried out in the following manner:

- assessment of the adequacy of the technical design of the product through examination of the technical documentation and supporting evidence referred to in point 1, 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).

A production type may cover several versions of the product provided that:

- the differences between the versions do not affect the level of safety and the other requirements concerning the performance of the product; and
- versions of the product are referred to in the corresponding EU-type examination certificate, if necessary through amendments to the original certificate.

Manufacturer or his Authorised Representative:	Notified Body:	RFU/ERFU
<b>Design and Construction</b>		
<p>1. The Manufacturer shall lodge an application for EU-type examination with a single Notified Body of his choice.</p> <p>The application shall include:</p> <ul style="list-style-type: none"> <li>the name and address of the Manufacturer and, if the application is lodged by the Authorised Representative, his name and address as well,</li> <li>a written declaration that the same application has not been lodged with any other Notified Body,</li> <li>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: <ul style="list-style-type: none"> <li>a general description of the product,</li> <li>conceptual design and manufacturing drawings and schemes of components, sub-assemblies, circuits, etc.,</li> <li>descriptions and explanations necessary for the understanding of those drawings and schemes and the operation of the product,</li> <li>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</li> </ul> </li> </ul>	<p>2. The Notified Body shall:</p> <p>For the product:</p> <p>2.1. examine the technical documentation and supporting evidence to assess the adequacy of the technical design of the product;</p> <p>For the specimen(s):</p> <p>2.2. 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;</p> <p>2.3. 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;</p> <p>2.4. 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;</p> <p>2.5. agree with the Manufacturer on a location where the examinations and tests will be carried out.</p> <p>3. The Notified Body shall draw up an evaluation report that records the activities undertaken in accordance with point 2 and their outcomes. Without prejudice to its obligations vis-à-vis the Notifying Authorities, the Notified Body</p>	<p>#15</p> <p>#17</p> <p>#43</p> <p>#58</p> <p>#59</p> <p>#101</p> <p>#108</p> <p>#109</p>





<p>technical documentation shall specify the parts which have been applied,</p> <ul style="list-style-type: none"> <li>○ results of design calculations made, examinations carried out, etc., and</li> <li>○ test reports,</li> <li>• the specimens representative of the production envisaged. The Notified Body may request further specimens if needed for carrying out the test programme,</li> <li>• 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.</li> </ul> <p>5. The Manufacturer shall inform the Notified Body that holds the technical documentation relating to the EU-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 EU-type examination certificate.</p> <p>7. The Manufacturer shall keep a copy of the EU-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.</p> <p>9. The Manufacturer's Authorised Representative may lodge the application referred to in point 1 and fulfil the obligations set out in points 5 (2<sup>nd</sup> paragraph) and 7, provided that they are specified in the mandate.</p> <p>The technical documentation and a copy of the Declaration of Conformity shall be kept for at least 10 years with either</p> <ul style="list-style-type: none"> <li>• the Manufacturer, or</li> <li>• the Manufacturer's Authorised Representative in the Union, or</li> <li>• the person who places the craft on the Union market</li> </ul> <p>Modifications to approved product: The Manufacturer or the Authorised Representative must inform the Notified Body of all modifications to the approved product which may affect the Essential Requirements. These changes must receive additional approval from the Notified Body</p>	<p>shall release the content of that report, in full or in part, only with the agreement of the Manufacturer.</p> <p>4. Where the type meets the requirements of the specific legislative instrument that apply to the product concerned, the Notified Body shall issue an EU-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 EU-type examination certificate and shall inform the applicant accordingly, giving detailed reasons for its refusal.</p> <p>5. 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.</p> <p>6. The Notified Body shall inform its Notifying Authorities concerning the EU-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. The Notified Body shall inform the other Notified Bodies concerning the EU-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 EU-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 EU-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.</p> <p><b>Watercraft:</b> The technical documentation shall be in compliance with Annex IX of Directive 2013/53/EU.</p>
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	<p>This documentation cannot be limited to leaflets for boat shows, and is to be composed of drawings, list of applied standards or documented solutions followed, documents, list of CE marked components including their DOCs, test reports, construction procedures, as appropriate clearly.</p> <p>In general the assessment involves visiting the workshop and witnessing the different steps of the construction of the specimen (from hull construction till the final manufacturer's tests); and include the examination of construction processes in particular, for example composite construction which is highly dependent on the production procedures. Test specimens may support the verification.</p> <p>The following minimum survey activities must be performed (when applicable by random checks) with regards to:</p> <p>a) Construction</p> <p>If necessary for the assessment of the structure, surveys shall be carried out during selected phases of the project.</p> <ul style="list-style-type: none"> <li>• verification of dimensions and position of structural members and enforcements</li> <li>• visual inspection of construction details</li> <li>• perform spot check of the specimen's construction process. (laminating, welding, gluing, etc.)</li> </ul> <p>b) Installations:</p> <p>Verification of technical installations, e.g.:</p> <ul style="list-style-type: none"> <li>• Engine and engine spaces</li> <li>• Fuel system</li> <li>• Electrical system</li> <li>• Steering system</li> <li>• Gas system</li> <li>• Fire protection</li> <li>• Navigation lights</li> <li>• Discharge prevention</li> <li>• CE marked components</li> </ul> <p>c) Final inspection and trials</p> <ul style="list-style-type: none"> <li>• Craft identifications, positioning, size, composition and affixing.</li> <li>• Builder's plate</li> <li>• Protection from falling overboard and means of reboarding</li> <li>• Visibility from the main steering position</li> <li>• Liferaft stowage</li> <li>• Escape (when applicable)</li> <li>• Anchoring, mooring and towing.</li> <li>• Stability tests and handling tests when applicable.</li> </ul>
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**Components and Engines**

Witness all tests deemed necessary, or endorse the corresponding test reports.

In all cases the NB shall give a stability assessment report to the manufacturer covering all applicable sections of the harmonised stability standard including the description of the downflooding point. The module B and G certificate shall reference the assessment report.

**Minimum information to be displayed in the EU-Type - Examination Certificate for Design & Construction for Watercraft**

The following list contains the minimum information to be displayed on the Module B EU-Type - Examination Certificate for Design & Construction.

- Reference to Notified Body
- Reference to Module B, all Essential Requirement in Annex I.A of the Directive 2013/53/EU
- Reference to Design Category
- Reference to Design & Construction
- Name of Manufacturer / Applicant
- Address
- Product
- Watercraft type
- Hull length
- Maximum engine power
- Maximum weight of outboard engine (if applicable)
- Manufacturer's maximum recommended load according to ISO 14945
- Maximum number of persons
- Reference to applied standards
- Conditions for validity as applicable
- Certificate number
- Reference to date and place of issue with signature, stamp and number of Notified Body

**Minimum information to be displayed in the EU-Type - Examination Certificate for Exhaust Emissions**

The following list contains the minimum information to be displayed on the Module B EU-Type - Examination Certificate for Exhaust Emissions.

- Reference to Notified Body
- Reference to Module B, Essential Requirement I.B of the Directive 2013/53/EU
- Reference to Exhaust Emission's measurement
- Name of Manufacturer / Applicant
- Address
- Engine type
- Engine family name
- Reference to applied standard
- Conditions for validity as applicable





- Certificate number
- Reference to date and place of issue with signature, stamp and number of Notified Body

#### **Minimum information to be displayed in the EU-Type - Examination Certificate for Design & Construction for Components**

The following list contains the minimum information to be displayed on the Module B EU-Type - Examination Certificate for Design & Construction.

- Reference to Notified Body
- Reference to Module B, Essential Requirement I.B and II of the Directive 2013/53/EU
- Reference to Design & Construction
- Name of Manufacturer / Applicant
- Address
- Component type
- Identifying description of component
- Reference to applied standard(s)
- Conditions for validity as applicable
- Certificate number
- Reference to date and place of issue with signature, stamp and number of Notified Body





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

This module is to be used in conjunction with module B (EU type-examination) for Exhaust Emissions (where tests are conducted using the harmonised standard) of engines as well as for Design and Construction of watercraft and components.

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 1 and 2, and ensures and declares that the products concerned are in conformity with the type described in the EU-type examination certificate and satisfy the requirements of the legislative instrument that apply to them.

Manufacturer or his Authorised Representative:	Notified Body:	RFU/ERFU
<b>Exhaust Emissions (where tests are conducted using the harmonised standard) of engines as well as for Design and Construction of watercraft and components</b>		
<p>1. Manufacturing</p> <p>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 EU-type examination certificate and with the requirements of the legislative instrument that apply to them.</p> <p>2. Conformity marking and declaration of conformity</p> <p>2.1. 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 EU-type examination certificate and satisfies the applicable requirements of the legislative instrument.</p> <p>2.2. 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.</p> <p>3. Authorised Representative</p> <p>The Manufacturer's obligations set out in point 2 may be fulfilled by his authorised representative, on his behalf and under his responsibility, provided that they are specified in the mandate.</p> <p>The Manufacturer shall ensure that procedures are in place to remain in conformity with the series production. 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.</p>	No intervention.	#108 #109





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

This module is to be used in conjunction with module B (EU type-examination) for Exhaust Emissions (where tests are conducted without using the harmonised standard) of engines

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 1, 2 and 3, and ensures and declares on his sole responsibility that the products concerned are in conformity with the type described in the EU-type examination certificate and satisfy the requirements of the legislative instrument that apply to them.

Manufacturer or his Authorised Representative:	Notified Body:	RFU/ERFU
<b>Exhaust Emissions (where tests are conducted without using the harmonised standard)</b>		
<p><b>1. Manufacturing</b> 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 EU-type examination certificate and with the requirements of the specific legislative instrument that apply to them.</p> <p><b>2. Product checks</b> 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 under the responsibility of a Notified Body, chosen by the Manufacturer. 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.</p> <p><b>3. Conformity marking and declaration of conformity</b> 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 EU-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. A copy of the declaration of conformity shall be made available to the relevant authorities upon request.</p> <p><b>4. Authorised Representative</b></p>	<p>The Notified Body shall carry out product checks or have them carried out at random intervals determined by him, 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 following procedure shall apply:</p> <ul style="list-style-type: none"> <li>• An engine is taken from the series and subjected to the test described in Part B of Annex I of the Directive.</li> <li>• 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 of the Directive, the Manufacturer may ask for measurements to be done on a sample of engines taken from the series and including the engine originally taken.</li> <li>• To ensure the conformity of the sample of engines with the requirements of this Directive, the statistical method described in Annex VII of the Directive shall be applied.</li> </ul> <p>The notified body shall keep itself apprised of any changes in the generally acknowledged state of the art which indicate that the approved design 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.</p>	





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.

In order to maintain the validity of the EU-type examination it is the Manufacturer's responsibility, as required under module B, to inform the Notified Body of any change that may affect the conformity with the essential requirements.

The Manufacturer shall ensure that procedures are in place to remain in conformity with the series production. 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.





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

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 EU-type examination certificate and satisfy the requirements of the legislative instrument that apply to them.

Manufacturer or his Authorised Representative:	Notified Body:	RFU/ERFU
<p>2. Manufacturing</p> <p>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.</p> <p>3. Quality system</p> <p>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.</p> <p>The application shall include:</p> <ul style="list-style-type: none"> <li>— the name and address of the manufacturer and, if the application is lodged by the authorised representative, his name and address as well,</li> <li>— a written declaration that the same application has not been lodged with any other notified body,</li> <li>— all relevant information for the product category envisaged,</li> <li>— the documentation concerning the quality system,</li> <li>— the technical documentation of the approved type and a copy of the EU-type examination certificate.</li> </ul> <p>3.2. The quality system shall ensure that the products are in conformity with the type described in the EU-type examination certificate and comply with the requirements of the legislative instrument that apply to them.</p> <p>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.</p> <p>It shall, in particular, contain an adequate description of:</p> <ul style="list-style-type: none"> <li>— the quality objectives and the organisational structure, responsibilities and powers of the management with regard to product quality,</li> <li>— the corresponding manufacturing, quality control and quality assurance techniques, processes and systematic actions that will be used,</li> </ul>	<p>3.3. The notified body shall assess the quality system to determine whether it satisfies the requirements referred to in point 3.2.</p> <p>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.</p> <p>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.</p> <p>The decision shall be notified to the manufacturer. The notification shall contain the conclusions of the audit and the</p>	<p>#15</p> <p>#59</p> <p>#73</p> <p>#109</p>





— 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.

3.4. 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.

#### 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.

#### 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 EU-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.

reasoned assessment decision.

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.

4.3. 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.

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





<p>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:</p> <ul style="list-style-type: none"> <li>— the documentation referred to in point 3.1,</li> <li>— the change referred to in point 3.5, as approved,</li> <li>— the decisions and reports of the notified body referred to in points 3.5, 4.3 and 4.4.</li> </ul> <p>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.</p>	<p>system approvals which it has issued.</p>	
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<p><b>RSG Comments</b></p> <p>This module is to be used in conjunction with module B (EU type-examination). This module refers to a quality system operated by the builder.</p> <p>The assessment under this module shall be performed by a NB, which may be different from the NB who assessed the product under module B.</p> <p>The two different following cases are to be considered:</p> <p>1st Case: Quality system already approved:</p> <p><b>As mentioned in Annex II of Decision No 768/2008/EC (3.3), the NB shall presume conformity with the requirements referred to in point 3.2 in respect of quality systems that implement the relevant harmonised standard. In conformity with the Council Decision 93/465/CEE, the harmonised standard referred to is the EN ISO 9001:2015 as applicable.</b></p> <p>Even if a quality system is certified according to the standard by an accredited certification body, the NB has the obligation to assess the system, in order to give approval. The purpose of module D is product certification, while the purpose of the harmonised standard is system certification. Accordingly, the assessment by the NB of quality systems, which are certified, should focus on the product-related parts of the system. The extent of the assessment has to be decided by the NB in each case. The NB may require modification of the system.</p> <p>When the approval of the NB is partly based on the system certification of an accredited certification body, the surveillance by the NB should concentrate on:</p> <ul style="list-style-type: none"> <li>- Validity of the certificate</li> <li>- Review of audit reports and corrective action</li> <li>- Focus on product related procedures and end product, rather than the system in general, during audits.</li> </ul> <p>2nd Case: Quality system not approved</p> <p>When the NB assesses an uncertified quality system normal procedures for system certification should be applied, again bearing in mind that product certification is the main object of the approval. Reference should be made to relevant parts of EN ISO 9001:2015 as applicable and not to the entire standard.</p> <p>The above also applies to the surveillance of the quality system by the NB.</p>	
<p><b>Manufacturer or his Authorised Representative:</b></p> <p><b>Design phase:</b> Not covered by this module (see module B).</p> <p><b>Production phase:</b> Quality system: Implementing a quality system including all processes in the company with a</p>	<p><b>Notified Body:</b></p> <p><b>Design phase:</b> Not covered by this module. (see module B).</p> <p><b>Production phase:</b> Check the quality System upon the following: <b>1st option: Check validity of certificates and proper implementation</b></p>





description of procedures ensuring conformity of the product production with the applicable essential requirements	<p><b>of the quality system in particular</b> with respect to the harmonised standard regarding points concerning the <b>production phase</b> of the product.</p> <p><b>2nd option: Proper implementation of the quality system in general</b> with respect to the harmonised standard but with main focus on the design phase of the product.</p> <p>Procedures to ensure that relevant standards are considered with regard to the Essential requirements and the design category envisaged for the production process. For guidance the attached RSG check-list for module D may be used.</p>
For both options: Ensure that appropriate contracts are made with subcontractors to ensure that the quality system requirements are applied by them.	For both options: If deemed necessary the Notified Body may have the right to assess as well proper consideration of quality system procedures at the subcontractor.
The Manufacturer or his authorised representative established within the Community shall affix the CE marking to each product and draw up a written declaration of conformity (see Annex IV). The CE marking shall be accompanied by the distinguishing number of the Notified Body responsible for the monitoring	<p><input type="checkbox"/> Audit report to client with information of any findings <b>RECOMMENDATION FOR IMPROVEMENT</b> or <b>DEFICIENCIES</b> non conformities. If applicable follow up audit to assess any improvement of the system.</p> <p><input type="checkbox"/> If deficiencies are found, which cannot be solved in a foreseeable amount of time, the Manufacturer may be recommended to apply for another module</p> <p><input type="checkbox"/> If at the audit satisfies the requirements of Module D, certification is issued. With this the Manufacturer is authorized to state the Notified Body distinguishing number following the CE mark.</p> <p><input type="checkbox"/> The audit report should inform about the next regular intermediate surveillance audit.</p> <p>The validity of certificates and the sequence of intermediate audits shall follow the audit procedure as required by the harmonised standard.</p>





## 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 F: Conformity to type based on product verification

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 EU-type examination certificate and satisfy the requirements of the legislative instrument that apply to them.

Manufacturer or his Authorised Representative:	Notified Body:	RFU/ERFU
<p><b>2. Manufacturing</b> 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 EU-type examination certificate and with the requirements of the legislative instrument that apply to them.</p> <p>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.</p> <p><b>5. Statistical verification of conformity</b> 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.</p> <p>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.</p> <p><b>6. Conformity marking and declaration of conformity</b> 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 EU-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.</p>	<p><b>3. Verification</b> 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 EU-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.</p> <p><b>4. Verification of conformity by examination and testing of every product</b> 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 EU-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.</p> <p><b>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</b></p>	<p>#15</p> <p>#43</p> <p>#59</p> <p>#73</p> <p>#109</p>





<p>A copy of the declaration of conformity shall be made available to the relevant authorities upon request.</p> <p>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.</p> <p>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.</p> <p>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, 5.1 and 6.</p>	<p>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.</p> <p>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.</p> <p>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.</p>	
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RSG Comments	
This module is to be used in conjunction with Module B (EC Type-examination)	
The assessment under this module shall be performed by a NB, which may be different from the NB who assessed the product under module B.	
<b>Manufacturer or his Authorised Representative:</b>	<b>Notified Body:</b>
<b>Design phase:</b>	<b>Design phase:</b>
Not covered by this module (see module B).	Not covered by this module. (see module B).
<b>Production phase:</b>	<b>Production phase:</b>
It is the obligation of the Manufacturer to take all measures necessary in order that the manufacturing process shall ensure compliance of the manufactured product with the technical documentation of the type and the applicable parts of the Essential requirements.	Verification by examination of every product.
Note: In order to maintain the validity of the EU-type examination it is the Manufacturer's responsibility, as required under module B, to inform the Notified Body of any change that may affect the conformity with the essential requirements.	This verification shall include all relevant essential requirements (ER).
The Manufacturer chooses the verification procedure by examination and testing of every product or by statistical verification of products when presented in homogeneous lots.	Statistical verification.
For verification by examination of every product.	If statistical verification is agreed the method should be according to ISO 2859-1
The Manufacturer shall make the product available for verification.	The Notified Body shall assess the homogeneity of the lot and the complexity of the product and determine if statistical verification is feasible.
For statistical verification.	Sample size, sampling plan and AQL to be decided by the Notified Body based on the lot size and the complexity of the product.
The Manufacturer shall present the products physically available for inspection in the form of homogeneous lots.	For Recreational Craft the following is recommended:
Homogeneity of the lot shall be confirmed by registrations showing no change	<input type="checkbox"/> Each relevant ER shall be considered as an inspection item.
	<input type="checkbox"/> Sample size:
	Based on ISO 2859-1, Table 1, General Inspection Level "I"
	<input type="checkbox"/> Sampling plan:
	According to ISO 2859-1 Table 2-A
	<input type="checkbox"/> Acceptance quality limit (AQL): 1,0





<p>in raw materials, components, production processes or instructions during the production phase.</p> <p>The Manufacturer affixes the CE marking to each product.</p> <p>The Manufacturer may, under the responsibility of the Notified Body, affix the latter's distinguishing number during the manufacturing process.</p> <p>Draws up a declaration of conformity</p> <p>Keeps all relevant technical information, the Notified Body's certificate of conformity and a copy of the declaration of conformity at the disposal of the surveillance authorities for a period of 10 years after the last product has been manufactured.</p>	<p>If a lot is found not acceptable, all items shall be re-examined until the Notified Body is satisfied that all nonconforming items have been rectified/replaced. The Notified Body shall determine whether the reexamination shall include all inspection items, or only the particular types of nonconformities which caused initial non-acceptance.</p>
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## 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 G: Unit Verification**

Unit Verification is the conformity procedure where a Notified Body examines the technical design and production of a single unit and verifies and attests that the individual item meets the requirements of the Recreational Craft Directive.

Unit Verification shall be carried out in the following manner:

- assessment of the adequacy of the technical design of the product through examination of the technical documentation and supporting evidence
- examination and where appropriate, testing of the individual product being certified

The Certificate of Conformity issued under module G shall always state the serial number/Watercraft Identification Number of the assessed unit.

Manufacturer or their Authorised Representative:	Notified Body:	RFU/ERFU
<b>Design and Construction</b>		
<p>1. The Manufacturer shall lodge an application for a certificate of conformity under module G, with a single Notified Body of their choice.</p> <p>The application shall include:</p> <ul style="list-style-type: none"> <li>• the name and address of the Manufacturer and, if the application is lodged by the Authorised Representative, his name and address as well,</li> <li>• a written declaration that the same application has not been lodged with any other Notified Body,</li> <li>• 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:                         <ul style="list-style-type: none"> <li>○ a general description of the product,</li> <li>○ conceptual design and manufacturing drawings and schemes of components, sub-assemblies, circuits, etc.,</li> <li>○ descriptions and explanations necessary for the understanding of those drawings and schemes and the operation of the product,</li> <li>○ 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,</li> <li>○ results of design calculations made, examinations carried out, etc., and</li> <li>○ test reports,</li> </ul> </li> <li>• access to the individual unit of production that is being assessed,</li> <li>• the supporting evidence for the adequacy of the technical design solution.</li> </ul>	<p>2. The Notified Body shall:</p> <p>For the product:</p> <p>2.1. examine the technical documentation and supporting evidence to assess the adequacy of the technical design of the product;</p> <p>For the individual unit of production being certified:</p> <p>2.2. verify that the item has 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;</p> <p>2.3. 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;</p> <p>2.4. 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 RCD;</p> <p>2.5. agree with the Manufacturer on a location where the examinations and tests will be carried out.</p> <p>3. The Notified Body shall draw up an evaluation report that records the activities undertaken in accordance with point 2 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.</p> <p>4. Where the item meets the requirements of the RCD that apply to the product concerned, the Notified Body shall issue an Certificate of Conformity to the Manufacturer or their Authorised Representative. The certificate shall contain the</p>	<p>#15</p> <p>#59</p> <p>#73</p> <p>#43</p> <p>#109</p>





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.

7. The Manufacturer shall keep a copy of the Certificate of Conformity, its annexes and additions together with the technical documentation at the disposal of the national authorities for 10 years after the certified product has been placed on the market.

9. The Manufacturer's Authorised Representative may lodge the application and hold the documentation provided that they are specified in the mandate.

The technical documentation and a copy of the Declaration of Conformity shall be kept for at least 10 years with either

- the Manufacturer, or
- the Manufacturer's Authorised Representative in the Union, or
- the person who places the craft on the Union market

Modifications to the individually approved unit of production:

If the owner of the product makes modifications, they should refer to 'Major Craft Conversion & 'Major Engine Modification'.

name and address of the Manufacturer, the conclusions of the examination, the conditions (if any) for its validity and the serial number/watercraft identification number so as to identify the certified unit. The certificate may have one or more annexes attached.

Where the item does not satisfy the applicable requirements of RCD, the Notified Body shall refuse to issue a Certificate of Conformity and shall inform the applicant accordingly, giving detailed reasons for its refusal.

5. The Notified Body shall have its identification number affixed to the product.

#### Watercraft:

The technical documentation shall be in compliance with Annex IX.

This documentation cannot be limited to leaflets for boat shows, and is to be composed of drawings, list of applied standards or documented solutions followed, documents, list of CE marked components including their DOCs, test reports, construction procedures, as appropriate clearly.

In general the assessment involves visiting the workshop and witnessing the different steps of the construction of the unit (from hull construction until the final manufacturer's tests); and include the examination of construction processes in particular, for example composite construction which is highly dependent on the production procedures.

The following minimum survey activities must be performed (when applicable by random checks) with regards to:

#### a) Construction

If necessary for the assessment of the structure, surveys shall be carried out during selected phases of the project.

- verification of dimensions and position of structural members and reinforcements
- visual inspection of construction details
- perform spot check of the specimen's construction process. (laminating, welding, gluing, etc.)

#### b) Installations:

Verification of technical installations, e.g.:

- Engine and engine spaces
- Fuel system
- Electrical system
- Steering system
- Gas system
- Fire protection
- Navigation lights
- Discharge prevention





	<ul style="list-style-type: none"> <li>• CE marked components</li> </ul> <p>c) Final inspection and trials</p> <ul style="list-style-type: none"> <li>• Craft identifications, positioning, size ,composition and affixing.</li> <li>• Builder's plate</li> <li>• Protection from falling overboard and means of reboarding</li> <li>• Visibility from the main steering position</li> <li>• Liferaft stowage</li> <li>• Escape (when applicable)</li> <li>• Anchoring, mooring and towing.</li> <li>• Stability tests and handling tests when applicable.</li> </ul> <p><b>Components and Engines</b></p> <p>Witness all tests deemed necessary, or endorse the corresponding test reports.</p>	
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In all cases the NB shall give a stability assessment report to the manufacturer covering all applicable sections of the harmonised stability standard including the description of the downflooding point. The module B and G certificate shall reference the assessment report.



#### Minimum information to be displayed on the Certificate of Conformity (Module G) for Watercraft

- Reference to Notified Body with identification number
- Reference to Module G, all Essential Requirement in Annex I.A
- Reference to Design Category
- Reference to Design & Construction
- Name of Manufacturer / Applicant
- Address
- Product
- Watercraft type
- Hull length
- Maximum engine power
- Maximum weight of outboard engine (if applicable)
- Manufacturer's maximum recommended load according to ISO 14945
- Maximum number of persons
- Reference to applied standards
- Conditions for validity as applicable
- Certificate number
- Watercraft Identification Number
- Reference to date and place of issue with signature, stamp and number of Notified Body



**Minimum information to be displayed in the Certificate of Conformity (Module G) for Exhaust Emissions**

- Reference to Notified Body with identification number
- Reference to Module G, Essential Requirement B
- Reference to noise emission
- Name of Manufacturer / Applicant
- Address
- Engine type
- Engine family name, if appropriate
- Engine serial number
- Reference to applied standard
- Conditions for validity as applicable
- Certificate number
- Reference to date and place of issue with signature, stamp and number of Notified Body

**Minimum information to be displayed in the Certificate of Conformity (module G) for Components**

- Reference to Notified Body with identification number
- Reference to Module G, Essential Requirement B
- Reference to Design & Construction
- Name of Manufacturer / Applicant
- Address
- Annex II component type
- Identifying description of component
- Serial number
- Reference to applied standard(s)
- Conditions for validity as applicable
- Certificate number
- Reference to date and place of issue with signature, stamp and number of Notified Body





## 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.





### Module H: Conformity to type based on full quality assurance

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.

Manufacturer or his Authorised Representative:	Notified Body:	RFU/ERFU
<p><b>2. Manufacturing</b> 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.</p> <p><b>3. Quality system</b> 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:</p> <ul style="list-style-type: none"> <li>— the name and address of the manufacturer and, if the application is lodged by the authorised representative, his name and address as well,</li> <li>— 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: <ul style="list-style-type: none"> <li>— a general description of the product,</li> <li>— conceptual design and manufacturing drawings and schemes of components, sub-assemblies, circuits, etc.,</li> <li>— descriptions and explanations necessary for the understanding of those drawings and schemes and the operation of the product,</li> <li>— a list of the harmonised standards and/or other relevant technical specifications the references of which have been published in the <i>Official Journal of the European Union</i>, 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,</li> <li>— results of design calculations made, examinations carried out, etc.,</li> <li>— test reports,</li> <li>— the documentation concerning the quality system, and</li> <li>— a written declaration that the same application has not been lodged with any other notified body.</li> </ul> </li> </ul>	<p>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. 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. 4.3. 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</p>	<p>#15</p> <p>#59</p> <p>#73</p> <p>#109</p>





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.

3.4. 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.

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.

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.

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.





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.

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.

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.

#### RSG Comments

The two different following cases are to be considered:

1st Case: Quality system already approved:

As mentioned in Annex II of Decision No 768/2008/EC (3.3), the NB shall presume conformity with the requirements referred to in point 3.2 in respect of quality systems that implement the relevant harmonised standard. In conformity with the Council Decision 93/465/CEE, the harmonised standard referred to is the EN 29001 EN ISO 9001:2015.





Even if a quality system is certified according to the standard by an accredited certification body, the NB has the obligation to assess the system, in order to give approval. The purpose of module H is product certification, while the purpose of the harmonised standard is system certification. Accordingly, the assessment by the NB of quality systems, which are certified, should focus on the product-related parts of the system. The extent of the assessment has to be decided by the NB in each case. The NB may require modification of the system.

When the approval of the NB is partly based on the system certification of an accredited certification body, the surveillance by the NB should concentrate on:

- Validity of the certificate
- Review of audit reports and corrective action
- Focus on product related procedures and end product, rather than the system in general, during audits.

#### 2nd Case: Quality system not approved

When the NB approves an uncertified quality system normal procedures for system certification should be applied, again bearing in mind that product certification is the main object of the approval. Reference should be made to relevant parts of EN 29001 EN ISO 9001:2000 and not to the entire standards.

The above also applies to the surveillance of the quality system by the NB.

Manufacturer or his Authorised Representative:	Notified Body:
<b>Design phase:</b> Quality system: <input type="checkbox"/> Implementing a quality system comprising all process in the company and including a description of procedures ensuring conformity of the product design with the applicable essential requirements. <i>The quality system shall ensure compliance of the products with the requirements of the Directive that apply to them (see point 3.2)</i>	<b>Design phase:</b> Check the quality System upon the following: <input type="checkbox"/> 1st option: Check validity of QS certificates plus the proper implementation of the quality system in particular with respect to the harmonised standard regarding points concerning the design phase of the product. 2nd option: Proper implementation of the quality system in general with respect to the harmonised standard but with main focus on the design phase of the product. <b>For 1st and 2nd option:</b> <input type="checkbox"/> Information on harmonised standards used to ensure compliance with the Directive <input type="checkbox"/> Description of alternative methods used for points where harmonised standards are not complied with. Procedures to ensure that relevant standards are considered with regard to the Essential requirements and the design category envisaged for the design process.
<b>Production phase:</b> Quality system: Implementing a quality system including all processes in the company with a description of procedures ensuring conformity of the product production with the applicable essential requirements. <i>The quality system shall ensure compliance of the products with the requirements of the Directive that apply to them (see point 3.2)</i>	<b>Production phase:</b> Check the quality System upon the following: <input type="checkbox"/> 1st option: Check proper implementation of the quality system in particular with respect to the harmonised standard regarding points concerning the production phase of the product. <input type="checkbox"/> 2nd option: Proper implementation of the quality system in general with respect to the harmonised standard but with main focus on the design phase of the product. Procedures to ensure that relevant standards are considered with regard to the Essential requirements and the design category envisaged for the production process.
For both options: Ensure that appropriate contracts are made with subcontractors to ensure that	For both options: If deemed necessary the Notified Body may have the right to assess as





the quality system requirements are applied by them.	well proper consideration of quality system procedures at the subcontractor.
<p>The Manufacturer shall undertake to fulfil the obligations arising out of the quality system as approved and to uphold it so that it remains adequate and efficient.</p> <p>The Manufacturer or his authorised representative shall keep the Notified Body that has approved the quality system informed of any intended updating of the quality system.</p>	<p>Audit report to client with information of any findings minor or mayor non conformities. If applicable follow up audit to assess any improvement of the system.</p> <p><input type="checkbox"/> If at least after the second follow up audit the requirements of Module H are satisfied, certification is issued. The audit report should inform about the next regular intermediate surveillance audit.</p> <p>The validity of certificates and the sequence of intermediate audits shall follow the audit procedure as required by the harmonised standard.</p>





# GUIDELINES 2026

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





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

Relevant documents:  
[RFU # 109r2](#)  
[RFU # 202r1](#)  
[RFU # 212r1](#)  
[ERFU # 98r1](#)  
[ERFU # 119r1](#)  
[ERFU # 15r1](#)  
[ERFU # 138r2](#)  
[ERFU # 59r1](#)  
[ERFU # 190r1](#)

Relevant standards:  
[EN ISO 10087:2019](#)  
[EN ISO 10087:2022](#)

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.





### 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.

<b>Applicant:</b> <small>(The person who is placing the product on the market or putting it into service)</small>	<b>Notified Body:</b> <small>(The organisation employed to assess the product)</small>
<b>Design &amp; Construction, Exhaust emissions, Noise emissions</b>	
<p>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.</p> <p>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.</p>	<p>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.</p> <p>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.</p> <p>The notified body shall affix its identification number next to the CE marking on the approved product or have it affixed under its responsibility.</p>





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

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 it into EU/EEA territory for non-commercial purposes and intended to be put it 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 with engine(s) fitted.





Procedure to be applied for Post construction:	
Applicant:	Notified Body:
1. Apply for post construction assessment for the individual product with one Notified Body for all essential requirements as applicable.	1. Examines the available technical documentation/technical file and any available information about the use of the product provided by the applicant.
2. Provide all available technical documentation/technical file and any available information about the use of the product.	2. The Notified Body shall assess which information is still missing and communicate this to the applicant.
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>3. 3.a Watercraft</p> <p>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</li> </ul> <p>if required:</p> <ul style="list-style-type: none"> <li>- perform other calculations,</li> <li>- sea trials,</li> <li>- component tests,</li> <li>- other tests.</li> </ul> <p>3.b components</p> <p>Assess the individual component by means of:</p> <ul style="list-style-type: none"> <li>- an examination of the component.</li> </ul>
4. Provide the individual product to the Notified Body.	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.





5. Provide the owner's manual.	5. Assess the owner's manual and provide information of its deficiencies.
6. Address all non-conformities identified by the Notified Body. Provide the product to the Notified Body for the reassessment of the corrections of the non-conformities.	6. Re-asses non-conformant items that have been corrected.
7. The applicant affixes the WIN assigned by the Notified Body.	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.
8. The applicant affixes the builder's plate including CE marking and the wording "post-construction assessment".	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.
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.

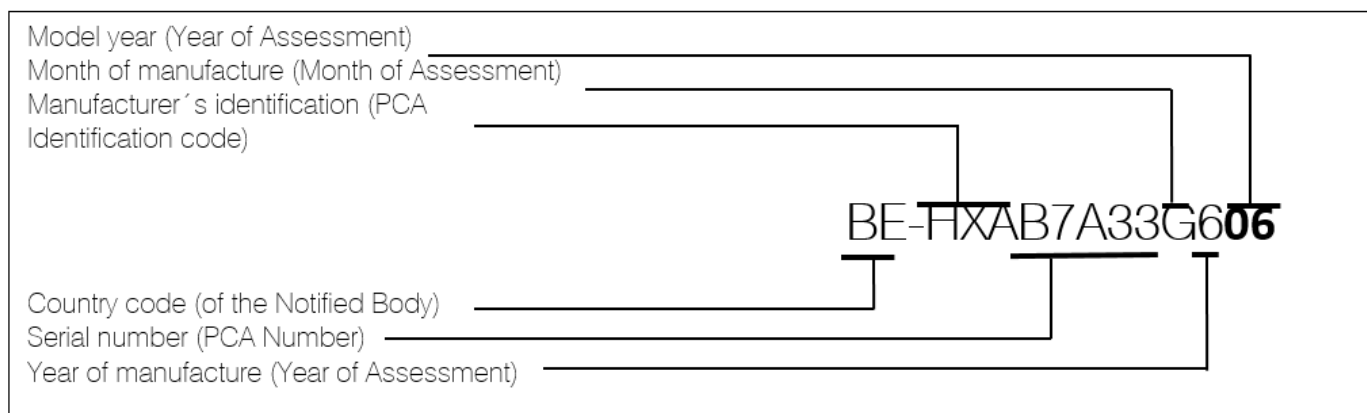




### Procedure to be applied for PCA of Watercraft & Engines:

**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 PCA identification code, 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:** 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 1<sup>st</sup> 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 (applicable until 31 December 2018, with the exception of the propulsion engines of P=56-130 KW where the rules are applicable until 31 December 2019)
- 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 noise emissions of a specific outboard or stern-drive engine with integral exhaust may be approved under PCA only, by:

- a. Compliance with the requirements of RCD 2013/53/EU proven by CE marking/dataplate on the engine and the corresponding DoC, or
- b. actual tests in accordance with the harmonized standard, or
- c. 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 noise emissions were first introduced with RCD 2003/44/EC)

All inboard powered watercraft shall undergo individual noise assessment, except when:

Confirming the craft with its installed engine is excluded from the scope of the RCD on the basis that it was in service or placed on the market in EEA before 1st January 2006 (when noise emissions were first introduced with RCD 2003/44/EC)





# GUIDELINES 2026

## PART 5: HARMONIZED STANDARDS

*Although it is strongly recommended in the RCD guide to refer to harmonised standards as only these provide presumption of conformity, manufacturers can apply newer version of the same standards.*

*Note: harmonised standards can remain cited in the OJEU still providing presumption of conformity despite having been withdrawn by the European standardisation organization.*





## EN 15609:2021 - LPG equipment and accessories - LPG propulsion systems for boats, yachts and other watercraft

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	Essential Requirements of EU Directive 94/25/EC amended by 2003/44/EC	Qualifying remarks/notes
5.1.12	Annex IA, 2.4, Visibility from the main steering position	
7 Annex D	Annex IA, 2.5, Owner's manual	
5.4.2	Annex IA, 3.2, Stability and freeboard	
5.5.1.1	Annex IA, 3.8, Escape	
5.12	Annex IA, 5.1.2, Ventilation of engine compartment	
4, 5 & 8 Annex E	Annex IA, 5.2.1, Fuel system, General	
4.2 & 5.5 Annexes A, B & C	Annex IA, 5.2.2, Fuel tanks	
5.9	Annex IA, 5.3, Electrical system	
4, 5 & 8	Annex IA, 5.5, Gas system	Only as applicable for LPG propulsion systems
4, 5 & 8	Annex IA, 5.6.1 Fire protection general	





## 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.

Clauses/sub-clauses of this Standard	Essential Requirements (ERs) of EU Directive 94/25/EC as amended by Directive 2003/44/EC	Qualifying remarks/Notes
Clauses 1 to 13	Annex 1.A, 5.3; 5.6.1	Electrical System - three-phase alternating current installations which operate at a nominal voltage not exceeding AC 500 V





## EN ISO 10087:2022 - Small craft - Craft identification - Coding system (ISO 10087:2022)

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 I.A.2.1 - Watercraft Identification	All Clauses of this standard except sub-clause 4.3	For compliance with Annex I.A.2.1 (2), the 'unique identification code' referred to in sub-clause 4.3 of this standard shall mean the unique code of the manufacturer and shall be assigned according to the particular rules set out in Commission Implementing Regulation (EU) 2017/1 of 3 January 2017 on procedures for watercraft identification under Directive 2013/53/EU of the European Parliament and of the Council on recreational craft and personal watercraft.
ANNEX V - Equivalent conformity based on post construction assessment (Module PCA).	All Clauses of this standard except sub-clause 4.3	In the case of post-construction assessment referred to in Article 19 and Article 23 of Directive 2013/53/EU, the Watercraft Identification Number described in Annex I.A.2.1 (2) shall comply with the provisions set out in Annex V.4.3 of Directive 2013/53/EU and the procedure according to Article 8 of Commission Implementing Regulation (EU) 2017/1 of 3 January 2017.





## EN ISO 10088:2023 - Small craft - Permanently installed fuel systems (ISO 10088:2022)

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 I, Part A, 5.2.1 - Fuel system, General	4, 5, Annex A	This document does not deal with storage of fuel.
Annex I, Part A, 5.6.1 - Fire protection, General	Clauses 4.1.9, 4.2.2, 5.1.2, 5.2.2, 5.2.10, 5.3.6, 5.3.7, 5.7, Annex C	In respect of fire testing of fuel system components, hoses and vent lines .
Annex I.A.5.8 Discharge prevention	Clause 4.1.7, 4.1.8, 4.2.3 , 5.2.8	In respect of preventing accidental discharge of fuel through spillage .





## EN ISO 10239:2017 - 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	Essential requirements (ERs) of EU Directive 2013/53/EU	Comments
1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 13, Annex A, Annex B, Annex D	1.A.5.5 - Gas System	<p>This standard satisfies the legal requirements of this essential requirement in respect of Liquid Petroleum Gas systems. Attention shall be paid to the limitations set out in the scope in respect of its application to propulsion engines, generators and commissioning of installations.</p> <p>An appliance shall be used for the application intended by the manufacturer and installed in accordance with the manufacturer's instructions in accordance with clause 7.1; there is no specific legal requirement for appliances to be equipped with a flame failure device effective on all burners (clause 7.3) although they may be provided by the manufacturer.</p> <p>Annex D applies in respect of cooking appliances with integral LPG cartridges with a capacity of 225 g or less.</p> <p>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.</p>
Clause 6.5, 7.7, 7.9, Annex C, Annex D	1.A.5.6.1 - Fire protection, general	Annex D applies in respect of cooking appliances with integral LPG cartridges with a capacity of 225 g or less.
Clause 12, Annex C, Annex D.9	1.A.2.5 - Owner's manual	Annex D applies in respect of cooking appliances with integral LPG cartridges with a capacity of 225 g or less.





## EN ISO 10592:2022 - Small craft - Remote hydraulic steering systems (ISO 10592:2022)

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 I, Clause 5.4.1, Steering system, general.	4, 5, 6, 7, 8, 9 and 11	This standard specifies the requirements for remote hydraulic steering systems from the helm up to and including the output device connection point. This standard does not address propulsion control systems This standard does not address an emergency mean of steering.
Annex I, Clause 2.5, Owner's Manual	10	
Annex II, Components of watercraft (3) Steering wheels, steering mechanisms and cable assemblies.	4, 5, 7, 9.3 and 11	In respect of hydraulic steering mechanisms supplied as components only. Steering wheels and cable assemblies supplied as components are excluded from this standard.





## EN ISO 11105:2020 - Small craft - Ventilation of petrol engine and/or petrol tank compartment

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 I.A.2.5 - Owner's manual	7	
Annex I.A.5.1.2 - Installation requirements, ventilation of engine compartments	1, 2, 3, 4, 5, 6	These clauses of this standard address the ventilation requirements for petrol engine compartments only. They do not address the risk of downflooding and sinking through ventilation fittings as required by Annex I.A.3.5 (b) - Flooding.
Annex I.A.5.2.2 - Fuel system, fuel tanks	1, 2, 3, 4, 5,	These clauses of this standard address the ventilation requirements for petrol tank fuel tank spaces only.





## EN ISO 11192:2018 - Small craft - Graphical symbols (ISO 11192:2005)

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
All clauses Annex 1 - essential requirements	All Clauses	This standard specifies graphical symbols that shall be used, as appropriate, in the harmonised standards which provide a presumption of conformity with the essential requirements of Directive 2013/53/EU.





## EN ISO 11547:2018 - Small craft - Start-in-gear protection (ISO 11547:1994)

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.

Essential Requirements of Directive 2013/53/EU	Clause(s)/sub-clause(s) of this EN	Remarks/Notes
Annex I, Part A, 5.1.4 - Outboard engine starting	All clauses	Engines producing less than 500N of static thrust and those that have a device to limit thrust to 500N at the time of starting are exempted.
Annex I, Part A, 2.5 - Owner's manual	Clause 5	
Annex II - Components of watercraft (2) - Start-in gear protection devices for outboard engines	All clauses	





## EN ISO 11592-1:2016 - Small craft – Determination of maximum propulsion power rating using manoeuvring speed – P

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 11592-2:2021 - Small craft - Determination of maximum propulsion power rating using manoeuvring speed - P

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
I.A.4 - Handling Characteristics	Clauses 4 to 9	This document is applicable to craft with a calculated Froude number ( $F_n$ ) $\geq 1.1$ only.
I.A.2.5 - Owner's manual	Clause 10	The maximum rated engine power shall be declared in the Owner's Manual.





## EN ISO 11812:2018 - Small craft - Watertight cockpits and quick-draining cockpits (ISO 11812:2001)

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.

Essential Requirements of Directive 2013/53/EU	Clause(s)/sub-clause(s) of this EN	Remarks/Notes
Annex I, Part A, 3.5 - Flooding	All Clauses, except 3.1 Annex B Annex C Annex D Annex E	<p>This Standard deals with cockpits and recesses that are drained by gravity; it does not deal with removal of water by pumps or other means.</p> <p>The design category sea and wind conditions given in clause 3.1 of this Standard no longer apply.</p> <p>The design category parameters set out in EN ISO 12217-1:2015, Table 6 or EN ISO 12217-2:2015, Table 11 equate to design categories A, B, C and D of Directive 2013/53/EU and shall be applied when required.</p>
Annex I, Part A, 2.5 - Owner's Manual	10	In respect of information required to document a cockpit as watertight (clause 5.2) or quick draining (clause 5.3) in the Owner's Manual.





## EN ISO 12215-1:2018 - Small craft - Hull construction and scantlings - Part 1: Materials: Thermosetting resins,

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 1.A.3.1	All clauses	This standard supports the selection and combination of reinforcement fibres and resins and the mechanical properties of the reference laminate that shall be achieved by any manufacturing process for construction of watercraft only.





## EN ISO 12215-2:2018 - Small craft - Hull construction and scantlings - Part 2: Materials: Core materials for san

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 I, Part A, 3.1 - Structure	3, 4, Annex A	This standard only specifies the requirements for core materials for structural use and materials that are imbedded in sandwich construction of watercraft. It is intended that it is used with Part 5 where necessary to ensure material shall have adequate properties to enable the structure to fulfil the requirements specified in Part 5 for a normal service life and that the watercraft is strong enough in all respects.
Annex I, Part A, 2.5 - Owner's Manual	5	





## EN ISO 12215-3:2018 - Small craft - Hull construction and scantlings - Part 3: Materials: Steel, aluminium alloy

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 I, Part A, 3.1 - Structure	All clauses	This standard addresses the essential requirement set out in Annex I, Part A, 3.1 in respect of the requirements for steel, aluminium alloys, wood and other materials used for the construction of watercraft with the exception of thermosetting resins, glass fibre reinforcement and reference laminate which are addressed separately by part 1 of this standard series.
Annex I, Part A, 2.5 - Owner's Manual	8, Annex A	





## EN ISO 12215-4:2018 - 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.

Essential Requirements of Directive 2013/53/EU	Clause(s)/sub-clause(s) of this EN	Remarks/Notes
Annex I, Part A, 3.1 - Structure	All clauses	This standard only specifies workshop conditions and storage and handling processes to ensure that scantling determination set out in part 5 of ISO 12215 is based on conditions that are appropriate for the material used and the manufacturing processes applied for watercraft construction.





## EN ISO 12215-5:2019 - Small craft – Hull construction and scantlings, Part 5: Design pressures for monohulls, de

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 I, Part A, 2.5 – Owner's Manual	13 except 13.4 A.7.4	A.7.4 provides advice to builders and designers to clearly explain the need to monitor cracking in panels and possible failure.
Annex I, Part A, 3.1 - Structure	All clauses except Clause 12 and Annex J	<p>This document provides a means of demonstrating conformity with this requirement for recreational craft as defined in Article 3(2) of Directive 2013/53/EU to 24m hull length (<math>L_H</math>) only. (Hull length means the length of the hull measured in accordance with ISO 8666.)</p> <p>Workboats (craft for professional use as defined in Table J.1 of this document) are not within the scope of RCD 2013/53/EU, Article 2.1.</p> <p>This document considers all parts of the craft that are assumed to be watertight or weathertight when assessing stability, freeboard and buoyancy in accordance with ISO 12217.</p>





## EN ISO 12215-6:2018 - Small craft - Hull construction and scantlings - Part 6: Structural arrangements and detail

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.

Corresponding annexes/paragraphs of Directive 2013/53/EU	Clauses/sub-clauses of this standard	Comments
Annex I, Part A, 3.1 - Structure	All clauses	This part ISO 12215 standard series supports EN ISO 12215-5 and deals with specific structural details and other structural components for monohull and multihull craft constructed from fibre reinforced plastics, aluminium or steel alloys, wood or similar suitable materials that are not explicitly included in Parts 5; 7; 8 and 9.





## EN ISO 12215-8:2018 - Small craft - Hull construction and scantlings - Part 8: Rudders (ISO 12215-8:2009, includ

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 I, Part A, 2.5 - Owner's manual	7.2, 7.3, 12.1	These clauses specify warnings and information to be included in the owner's manual, if relevant.
Annex I, Part A, 3.1 - Structure	All clauses	This part of this standard provides scantling requirements applicable to five types of rudder configuration: Type I to Type V, as shown in Figures 2 and 3 of clause 6.2. It applies only to monohulls. The application of this part of this standard does not ensure proper steering capabilities. Single bearing spade rudders and single hull bearing skeg rudders are not addressed by this standard.
Annex I, Part A, 5.4.2 - Steering system - Emergency arrangements	6.1.6	In respect of the ability of emergency tiller components to transmit rudder torque.





## EN ISO 12215-9:2018 - Small craft - Hull construction and scantlings - Part 9: Sailing craft appendages (ISO 122

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 I, Part A, 2.5 - Owner's manual	7.7.1, D.3.4, F.2.4.2	These clauses specify warnings and information to be included in the owner's manual, if relevant.
Annex I, Part A, 3.1 - Structure	All clauses	<p>This part of ISO 12215 provides requirements for the strength of monohull sailing boat appendages with conventional keel configurations. It deals with the design stresses and structural efficiency of the keel and its connections.</p> <p>The load cases correspond to those for most conventional keel configurations; however they may not be appropriate in all cases and designers or builders still need to ensure the suitability of their designs.</p> <p>Scantlings derived from this standard are primarily intended to apply to recreational sailing craft. Dimensioning is regarded as reflecting current practice provided the craft is correctly handled and operated at speeds appropriate to the prevailing sea state.</p>





## EN ISO 12216:2018 - Small craft - Windows, portlights, hatches, deadlights and doors - Strength and watertight

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 I, Part A, 3.4 – Openings in hull, deck and superstructure	4, 5, 6, 7, 8 Annexes A, B, C, D, E, F	<p>This standard specifies the scantling determination of windows, portlights, deadlights, hatches and doors. The structure supporting these elements shall be in accordance with EN ISO 12215.</p> <p>The design categories specified in EN ISO 12217 shall be used where required.</p> <p>This standard does not specify requirements for through-hull fittings designed to allow water passage into and/or out of the hull.</p>
Annex I, Part A, 3.8 – Escape	6.3.7	<p>In respect of multihull escape hatch dimensions, glazing material, opening requirements and hinge disposition only.</p> <p>The characteristics set out in clause 6.3.7 of this standard in respect of multihull escape hatches are applicable for all habitable multihulls considered to be susceptible to inversion according EN ISO 12217-2:2015, clause 7.11, not only those with <math>L_{H1} &gt; 12\text{m}</math>.</p>
Annex II, 5 – Components – Prefabricated hatches and portlights	4, 5, 6, 7, 8 Annexes A, B, C, D, E, F	Clause 6.3.8 specifies the information to be supplied with commercially available appliances at the time of purchase.





## EN ISO 12217-1:2017 - Small craft - Stability and buoyancy assessment and categorization - Part 1: Non-sailing b

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
I.A.1 - Watercraft Design Categories	Clause 5, 6, 7, Annex I	The evaluation of stability and buoyancy properties using <a href="#">EN ISO 12217-1</a> will enable boats primarily propelled by human or mechanical power of 6 m to 24 m hull length to be assigned to a design category (A, B, C or D) appropriate to its design and maximum load.  Design categories A, B, C and D defined in this standard correspond to design categories A, B, C and D of Directive 2013/53/EU.
I.A.2.3.2 - Stability and Freeboard	Clause 5, 6 Annexes A, B, C, D, E	
I.A.2.3.3 - Buoyancy and flotation	Clause 6.6, 6.8 Annexes F, G	Habitable multihulls susceptible to inversion shall also comply with the inverted buoyancy requirements of <a href="#">ISO 12217-2</a> , 7.12.
I.A.2.3.5 - Flooding	Clause 6 Annex A, B C and D	In respect of watertight integrity and downflooding openings including ventilation openings and fittings.
I.A.2.3.6 - Maximum recommended load	Clause 5	
I.A.3.8 - Escape	Clause 6.6	Habitable multihulls susceptible to inversion shall also comply with the escape requirements of <a href="#">ISO 12217-2</a> , 7.13.  This standard does not include means of escape in the event of fire.
I.A.2.5 - Owner's manual	Annex H	





## EN ISO 12217-2:2017 - Small craft - Stability and buoyancy assessment and categorization - Part 2: Sailing 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.

Essential Requirements of Directive 2013/53/EU	Clause(s)/sub-clause(s) of this EN	Remarks/Notes
I.A.1 - Watercraft Design Categories	Clause 5; 6; 7; 9; Table 11; Annex I	The evaluation of stability and buoyancy properties using <a href="#">ISO 12217-2</a> will enable boats propelled primarily by sail (even if fitted with an auxiliary engine) of 6 m to 24 m hull length to be assigned to a design category (A, B, C or D) appropriate to its design and maximum load.  Design categories A, B, C and D defined in this standard correspond to design categories A, B, C and D of Directive 2013/53/EU.
I.A.2.3.2 - Stability and Freeboard	Clause 5, 6, 7 Annexes A, B, C, D, G, H	
I.A.2.3.3 - Buoyancy and flotation	6.9, 7.12, Annexes D, E	Includes requirements for inverted flotation.
I.A.2.3.5 - Flooding	Clause 6.2, 7.2 and 7.3 Annex A, B	In respect of watertight integrity and downflooding openings including ventilation openings and fittings.
I.A.2.3.6 - Maximum recommended load	Clause 5, 6 and 7	
I.A.2.3.8 - Escape	Clauses 7.11 and 7.13	In relation to habitable multihulls, these clauses include an assessment of susceptibility to inversion and viable means of escape after inversion.  This standard does not include means of escape in the event of fire.
I.A.2.2.5 - Owner's manual	Annex F	





## EN ISO 12217-3:2017 - Small craft - Stability and buoyancy assessment and categorization - Part 3: Boats of hull

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 EN	Essential Requirements of Directive 2013/53/EU	Remarks/Notes
Clause 5; 6; 9; Annex G	1.A1 - Watercraft Design Categories	EN ISO 12217-3 is applicable to boats of hull length less than 6 m, whether propelled by human or mechanical power, except habitable sailing multihulls. The evaluation of stability and buoyancy properties using EN ISO 12217-3 will enable boats of hull length less than 6 m to be assigned to a design category (C or D) appropriate to its design and maximum load. Design categories A, B, C and D defined in this standard correspond to design categories A, B, C and D of Directive 2013/53/EU.
Clause 5, 6, 7 Annexes A, B, C, D	1.A3.2 - Stability and Freeboard	
Clause 6.2, 6.7, 6.8, 6.9, 7.4, 7.5, 7.8 Annexes C, D, E	1.A3.3 - Buoyancy and flotation	EN ISO 12217-3 includes the flotation characteristics of craft susceptible to swamping. Habitable non-sailing multihulls susceptible to inversion shall also comply with the inverted buoyancy requirements of ISO 12217-2:2015, clause 7.12.
Clause 6.3, 7.2 Annexes A, B,	1.A3.5 - Flooding	In respect of watertight integrity and downflooding openings including ventilation openings and fittings.
Clause 5	1.A3.6 - Maximum recommended load	
Clause 6.2	1.A3.8 - Escape	Habitable non-sailing multihulls susceptible to inversion shall also comply with the escape requirements of ISO 12217-2:2015, clause 7.13. This standard does not include means of escape in the event of fire.
Annex F	1.A2.5 - Owner's manual	





## EN ISO 13297:2021, EN ISO 13297:2021/A1:2022, EN ISO 13297:2021/A11:2023 - Small craft - Electrical systems - Alternating and direct current installations (ISO 13297

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**

Essential Requirements of Directive 2013/53/EU	Clause(s)/sub-clause(s) of this EN	Remarks/Notes
Annex I, Part A, 5.3 - Electrical systems	All clauses except Clause 26, Annex A	This standard does not deal with battery ventilation to prevent the accumulation of explosive gases or electric propulsion circuits.
Annex I, Part A, 5.6.1 - Fire protection; general	Clause 20.6	In respect of routing electrical conductors away from exhaust components and heat sources.
Annex I, Part A, 2.5 - Owner's manual	Clause 26, Annex B	Annex B specifies the information to be included in the owner's manual, it does specify the requirements for the owner's manual





## EN ISO 13590:2018 - Small craft - Personal watercraft - Construction and system installation requirements (ISO

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 I, Part A, 2.2 - Builder's plate	4 less 4.2	Display information shall conform with the requirements of Annex I.A.2.2 of Directive 2013/53/EU
Annex I, Part A, 5.2 - Fuel system	5	It should be noted that the fourth edition of EN ISO 7840 has been published (ISO 7840:2013) this covers resistance to ethanol and fatty acid methyl esters (FAME).
Annex I, Part A, 5.3 - Electrical system	6	
Annex I, Part A, 5.1.2 - Ventilation.	7	The ingress of water in to the engine compartment is not dealt with in this standard; the personal watercraft must pass the floatation test when swamped.
Annex I, Part A, 3.1 - Structure	8	
Annex I, Part A, 3.3 - Buoyancy and floatation	9	In respect of means of floatation in the swamped condition only.
Annex I, Part A, 5.4 - Steering system; general	10	
Annex I, Part A, 2.3 - Means of reboarding	11	In respect of means of reboarding only.
Annex I, Part A, 5.1.5 - Personal watercraft running without a driver	12	
Annex I, Part A, 3.9 - Anchoring, mooring and towing	13	In respect of accepting a towing load.
Annex I, Part A, 2.5 - Owner's manual	14, 15	





## EN ISO 13929:2017 - Small craft - Steering gear - Geared link 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 standard	Corresponding annexes/paragraphs of Directive 2013/53/EU	Comments
Clauses 1; 2; 3; 4; 5; 6 and 7	Annex 1.A.5.4.1 Steering system - general	<p>The correspondence between this European standard and Directive 2013/53/EU is in respect of the construction, installation and testing of gear link steering systems; that is a system that positions the rudder blade(s) only.</p> <p>This European standard excludes emergency steering arrangements where required by 1.A.5.4.2; remote control cable steering systems used for the control of outboard motors; and other types of propulsion control systems.</p>
Clause 8.1	Annex 1.A.2.5 Owner's Manual	It is recommended that maintenance procedures and the largest wheel diameter provided in the installers manual (clause 8.2) are included in the owner's manual.



EN ISO 14509-1:2018 - Small craft - Airborne sound emitted by powered recreational craft - Part 1: Pass-by measu

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 1, Part C, 1 - Essential requirements for noise emissions; Noise emission levels.	All Clauses	This part EN ISO 14509 defines procedures for pass-by testing for measurement of noise emissions of recreational craft.  This standard does not specify the information to be provided in the Owner's Manual in accordance with Annex I.C.2





## EN ISO 14509-3:2018 - Small craft - Airborne sound emitted by powered recreational craft - Part 3: Sound assessment

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 I, Part C, 1 - Essential requirements for noise emissions; Noise emission levels	4, 5, 6, Annex A, Annex B	<p>This standard is applicable for powered mono hull craft with a Froude number greater than 1.1; it is not applicable for personal watercraft (PWC).</p> <p>Manufacturers and builders should be aware that the assessment methodology use in this standard is based on specific craft types and may be unsuitable for craft that have characteristics that are significantly different from those listed in the introduction to this standard.</p> <p>This standard does not specify the information to be provided in the Owner's Manual in accordance with Annex I.C.2</p>





## EN ISO 14895:2016 - Small craft - Liquid-fuelled galley stoves and heating appliances

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**

Clauses/subclauses of this European Standard	Corresponding annexes/paragraphs of Directive 2013/53/EU	Comments
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 14945:2021 - Small craft - Builder's plate

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)/subclause(s) of this EN	Remarks/Notes
Annex I.A.2.2 — Watercraft Builder's Plate	Clauses 4.1, 4.5 and 5.1	<p>For compliance with Annex I.A.2.2 (b), the builder's plate shall include the CE marking prescribed in Article 18 of Directive 2013/53/EU.</p> <p>The CE marking shall be followed by the identification number of a notified body where that body is involved in the production control phase or in Module PCA in accordance with Article 18(3) of Directive 2013/53/EU.</p> <p>In the case of Module PCA referred to in Article 19, Article 23 and Annex V of Directive 2013/53/EU, the Watercraft Builder's Plate shall display the contact details of the notified body that carried out the assessment and the wording "post-construction assessment".</p>





## EN ISO 14946:2021 - 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.

Essential Requirements of Directive 2013/53/EU	Clause(s)/sub-clause(s) of this EN	Remarks/Notes
Annex I.A.2.2 (d) Manufacturer's Maximum Recommended Load excluding the weight of the contents of the fixed tanks	<u>Clause 7</u>	
Annex I.A.2.5 Owner's Manual	<u>Clause 8</u>	In respect of information to be included in the owner's manual
Annex I.A.3.6 Manufacturer's Maximum Recommended Load	<u>Clause 6</u>	





## EN ISO 15083:2020, EN ISO 15083:2020/A1:2022, EN ISO 15083:2020/A11:2023 - Small craft - Bilge-pumping systems (ISO 15083:2020)

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 I, Clause 3.5	5 (except 5.1.1 para 2) 6 7	<p>This European Standard is applicable to watercraft within the scope of Directive 2013/53/EU, Article 2.1(a) and 2.1(b). This European Standard specifies requirements for pumping or other means designed to remove normal accumulation of bilge water only. It excludes:</p> <ul style="list-style-type: none"> <li>— Requirements for bilge pumps or bilge pumping systems designed for damage control.</li> <li>— Cockpits and wells,</li> <li>— Ventilation fittings.</li> </ul>
Annex I, Clause 2.5	8(except 8.3, 8.4.2,8.5)	





## EN ISO 15084:2018 - Small craft - Anchoring, mooring and towing - Strong points (ISO 15084:2003)

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 I, Part A, 3.9 - Anchoring, mooring and towing	4, 5, 6, 7	
Annex I, Part A, 2.5 - Owner's manual	8, Annex A	





EN ISO 15085:2003; EN ISO 15085:2003/A1:2009; EN ISO 15085:2003/A2:2018 - Small craft – Man-overboard prevention and recovery (ISO 15085:2003)

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)/subclause(s) of this EN	Remarks/Notes
Annex I, Part A, 2.5 – Owner's manual	Clause 17	
Annex I, Part A, 2.3 – Protection from falling overboard and means of reboarding	Clauses 1 to 16	





## EN ISO 15584:2017 - 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/subclauses of this European Standard	Essential requirements (ERs) of EU Directive 2013/53/EU	Qualifying remarks/Notes
All clauses	1.A.5.1.1 - Engine and engine components; inboard engine	In respect of fuel and electrical components fitted to petrol inboard-mounted engines.
5	1.A.5.2.1 - Fuel system; general	In respect of minimising the risk of fuel leakage and risk/spread of fire from fuel components that are engine mounted.  Fire resistant fuel hoses meeting the requirements of EN ISO 7840 now deal with the use of biofuels.
6	1.A.5.3 - Electrical system	In respect of protection against ignition of surrounding flammable gases.  This Standard does not deal with the following elements of this essential requirement in relation to engine mounted electrical components; <ul style="list-style-type: none"> <li>— AC electrical engine-mounted components;</li> <li>— Protection from electric shock;</li> <li>— Overload and short circuit protection;</li> <li>— Interaction with electric propulsion circuits;</li> <li>— Ventilation of explosive gases emitted from batteries;</li> <li>— Battery installation.</li> </ul> For clarity EN 28846 is the endorsement of ISO 8846 for ignition protection accepted by CEN without modification.
4, 5, 6	1.A.5.6.1 - Fire protection; General	In respect of the design and installation arrangements for engine mounted fuel and electrical components on inboard petrol engines.
4.2, 6	Annex II, Components of Watercraft, (1) Ignition-protected equipment for inboard and stern drive petrol engines and petrol tank spaces.	For clarity EN 28846 is the endorsement of ISO 8846 for ignition protection accepted by CEN without modification.





## EN ISO 16147:2021 - Small craft - Inboard diesel engines -Engine-mounted fuel, oil and elec

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 (ERs) of EU Directive 2013/53/EU	Clauses/subclauses of this European Standard	Qualifying remarks/Notes
Annex I, Part A, 5.1.1 - Installation requirements; inboard engine	4, 5, 6	In respect of inspection of fuel, oil and electrical components fitted to diesel inboard-mounted engines.
Annex I, Part A, 5.2.1 - Fuel system; general	4, 5, 7	In respect of minimising the risk of fuel leakage and risk/spread of fire from fuel components that are engine mounted.
Annex I, Part A, 5.3 - Electrical system	4, 6	Only in respect of minimising the risk/spread of fire from electrical components that are engine mounted.
Annex I, Part A, 5.6.1 Fire protection - General	4, 5, 6, 7	In respect of the design and installation arrangements for engine mounted fuel, oil and electrical components on inboard diesel engines.





## EN ISO 16180:2018 - Small craft - Navigation lights - Installation, placement and visibility (ISO 16180:2013)

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 I, Part A, 5.7 - Navigation lights, shapes and sound signals.	4	This standard specifies requirements for positioning, spacing and minimum visibility of electric navigation lights where fitted to watercraft that are required to comply with the 1972 COLREG as amended only.
Annex I, Part A, 2.5 - Owner's manual	Annex A	





## EN ISO 16315:2016 - Small craft – Electric propulsion system (ISO16315:2016)

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>	<p>Clause 4.14, Figure 1 gives enclosure hazard markings</p> <p>Clause 5 provides information on system alerts and alarms to be included in the owner's manual</p> <p>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</p>





## EN ISO 18854:2015 - Small craft - Reciprocating internal combustion engines exhaust emission measurement - Tes

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 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 21487:2018 - Small craft - Permanently installed petrol and diesel fuel tanks (ISO 21487:2012, including

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 I, Part A, 5.2.2 – Fuel tanks	4, 5, 6, 7, 8	<p>This standard deals with the design and test of petrol and diesel fuel tanks and tank openings only.</p> <p>This standard does not deal with the ventilation of fuel tank spaces; protection against fire from the engine and other sources of ignition and heat or separation from living quarters.</p>
Annex II - Components of watercraft; (4) - Fuel tanks intended for fixed installations and fuel hoses.	4, 5, 6, 7, 8	In respect of fuel tanks and their openings when placed on the Union market separately.





## EN ISO 23411:2021 - Small craft - Steering wheels (ISO 23411:2020)

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 I.A.5.4.1 – Steering system, General	Clauses 1 - 6	This scope of this standard addresses the design, and testing of steering wheels for recreational craft as defined in Directive 2013/53/EU, Article 3(2) only.
Annex II, Components of watercraft (3) - Steering wheels, steering mechanisms and cable assemblies.	Clauses 1 - 6	This scope of this standard addresses the design, and testing of steering wheels supplied as components for recreational craft as defined in Directive 2013/53/EU, Article 3(2) only.





## EN ISO 25197:2018 - Small craft - Electrical/electronic control systems for steering, shift and throttle (ISO

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 I, Part A, 5.4 - Steering systems.	Clauses 4 to 11 inclusive	In respect of requirements for the design, construction and testing of electrical/electronic steering, shift and throttle and dynamic position control systems, or combinations thereof.
Emergency control	9.1.4	
Annex I, Part A, 2.5 – Owner's Manual	4.7, 7.2, 8.3, 12	
Annex II (3) - Steering wheels, steering mechanisms and cable assemblies	Clauses 4 to 11 inclusive	In respect of electric/electronic control systems that can steer a watercraft only.





## EN ISO 6185-1:2018 - Inflatable boats - Part 1: Boats with a maximum motor power rating of 4,5 kW (ISO 6185-1:2)

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 I, Part A, 2.2 - Watercraft builder's plate	8	For inflatable boats that are not excluded from the scope of Directive 2013/53/EU (Article 2.2), the following applies: The watercraft builder's plate shall contain the specified information stated in Essential Requirement LA.2.2 of Directive 2013/53/EU in accordance with EN ISO 14945. The Watercraft Identification Number (formerly HIN) shall be mounted separately from the Watercraft Builder's Plate and shall comply with EN ISO 10087. Attention shall be paid to the assignment of the unique code of the manufacturer and unique serial number.
Annex I, Part A, 2.3 - Protection from falling overboard and means of reboarding	6.7, 6.8, Annex A.5	In respect of means of reboarding only. Craft that are designed to facilitate reboarding from the water without a dedicated device are compliant, all others shall be provided with a means of reboarding. In accordance with EN ISO 15085
Annex I, Part A, 2.4 - Visibility from main steering position	6.11	
Annex I, Part A, 2.5 - Owner's manual	9, 10	Maintenance information shall also be provided where applicable.
Annex I, Part A, 3.1 - Structure	4, 5.1, 5.2, 5.3, 5.4, 5.5, 5.6, 5.12; 6.5, 6.6, 6.7.2; 7.2, Annex A.6 Annex B.2	Annex A.6 relates to kayaks and canoes. Annex B.2 applies to strength and function of leeboards, daggerboards and centreboards
Annex I, Part A, 3.2 - Stability	6.3	Not applicable to inflatable kayaks and canoes
Annex I, Part A, 3.3 - Buoyancy and flotation	6.8, 6.9, 6.10	
Annex I, Part A, 3.5 - Flooding	5.7, 7.5	
Annex I, Part A, 3.6 - Manufacturer's maximum recommended load	6.1, 6.4, Annex A.3	Annex A.3 applicable in respect of kayaks and canoes
Annex I, Part A, 3.9 - Anchoring, mooring and towing	5.11, 7.3	Only in respect of a strong point for towing.
Annex I, Part A, 4 - Handling Characteristics	6.2, 6.9, 7.2, 7.4 Annex A.6 Annex B.4	Annex A.6 is applicable to performance test for kayaks and canoes. Annex B.4 is applicable for inflatable craft propelled by sail.
Annex I, Part A, 5.4 - Steering system	5.8, 5.9	In respect of rudder steering systems and remote steering systems on Type II only.





## EN ISO 6185-2:2018 - Inflatable boats - Part 2: Boats with a maximum motor power rating of 4,5 kW to 15 kW incl

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 I, Part A, 2.2 - Watercraft builder's plate	8	The watercraft builder's plate shall contain the specified information stated in Essential Requirement 1A.2.2 of Directive 2013/53/EU in accordance with EN ISO 14945.  The Watercraft Identification Number (formerly HIN) shall be mounted separately from the Watercraft Builder's Plate and shall comply with EN ISO 10087. Attention shall be paid to the assignment of the unique code of the manufacturer and unique serial number.
Annex I, Part A, 2.3 - Protection from falling overboard and means of reboarding	6.7, 6.8,	In respect of means of reboarding only.  Craft that are designed to facilitate reboarding from the water without a dedicated device are compliant, all others shall be provided with a means of reboarding. In accordance with EN ISO 15085
Annex I, Part A, 2.4 - Visibility from main steering position	6.11	
Annex I, Part A, 2.5 - Owner's manual	9, 10	Maintenance information shall also be provided where applicable.
Annex I, Part A, 3.1 - Structure	4.5.1, 5.2, 5.3, 5.4, 5.5, 5.6, 5.12, 6.5, 6.6, 6.7.2, 7.1, 7.2, 7.3 Annex A.2	Annex A.2 applies to strength and function of leeboards, daggerboards and centreboards
Annex I, Part A, 3.2 - Stability	6.3	
Annex I, Part A, 3.3 - Buoyancy and flotation	6.8, 6.9, 6.10	
Annex I, Part A, 3.5 - Flooding	5.7, 7.6	
Annex I, Part A, 3.6 - Manufacturer's maximum recommended load	6.1, 6.4,	
Annex I, Part A, 3.9 - Anchoring, mooring and towing	5.11, 7.4	Only in respect of a device suitable for towing.
Annex I, Part A, 4 - Handling Characteristics	6.2, 7.3,	
Annex I, Part A, 5.4 - Steering system	5.8, 5.9	In respect of rudder and remote steering systems where offered as standard or optional equipment.  This standard does not specify emergency arrangements for remote-controlled rudder steering systems





## EN ISO 6185-3:2018 - Inflatable boats - Part 3: Boats with a hull length less than 8 m with a motor rating of 1

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 I, Part A, 1 - Watercraft design categories	3.12 except note 1 to entry	Disregard note to Clause 3.12
Annex I, Part A, 2.1 - Craft identification	9	
Annex I, Part A, 2.2 - Builder's plate	9	
Annex I, Part A, 2.3 - Protection from falling overboard and means of reboarding	6.2, 7.9, 7.14, 10	
Annex I, Part A, 2.4 - Visibility from the main steering position	7.10	
Annex I, Part A, 2.5 - Owner's manual	10, 11	Maintenance and repair information shall be provided in the owner's manual
Annex I, Part A, 3.1 - Structure	5, 6.1, 6.2, 6.3, 6.4, 6.5, 6.6, 6.9, 6.10, 6.15, 7.6, 7.7, 7.12, 7.13, 8	
Annex I, Part A, 3.2 - Stability and freeboard	7.3, 7.4	Design Category B, C and D only. Apply EN ISO 12217 for Category A
Annex I, Part A, 3.3 - Buoyancy and flotation	6.4, 7.4, 7.5, 7.6	
Annex I, Part A, 3.4 - Openings in hull, deck and superstructure	6.17	
Annex I, Part A, 3.5 - Flooding	6.7, 7.3, 7.4, 8.5, 8.7	
Annex I, Part A, 3.6 - Manufacturer's maximum recommended load	7.1, 7.2	
Annex I, Part A, 3.7 - Liferaft stowage	7.11	
Annex I, Part A, 3.9 - Anchoring, mooring and towing	6.9	
Annex I, Part A, 4 - Handling characteristics	7.8, 8.3, 8.6	
Annex I, Part A, 5.1 - Engines and engine compartments	6.12, 6.14	
Annex I, Part A, 5.2 - Fuel system and fuel tanks	6.12, 6.13, 6.14	
Annex I, Part A, 5.3 - Electrical system	6.11	
Annex I, Part A, 5.4 - Steering system	6.8, 7.13	
Annex I, Part A, 5.5 - Gas system	6.18	
Annex I, Part A, 5.6 - Fire protection	6.12, 6.16	
Annex I, Part A, 5.7 - Navigation lights	6.19	
Annex I, Part A, 5.8 - Discharge prevention and installations facilitating the delivery ashore of waste	6.7, 6.20	





## EN ISO 6185-4:2018 - Inflatable boats - Part 4: Boats with a hull length of between 8 m and 24 m with a motor p

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 I, Part A, 1 - Watercraft design categories	3.11 except note 1 to entry	Disregard note to Clause 3.11
Annex I, Part A, 2.1 - Craft identification	8	
Annex I, Part A, 2.2 - Builder's plate	7.1, 7.5, 8	
Annex I, Part A, 2.3 - Protection from falling overboard and means of re-boarding	6.2, 6.8, 7.10	
Annex I, Part A, 2.4 - Visibility from the main steering position	7.11	
Annex I, Part A, 2.5 - Owner's manual	9, 10	Include repair and maintenance instructions in clause 10 in the Owner's Manual.
Annex I, Part A, 3.1 - Structure	5, 6.1, 6.2, 6.3, 6.4, 6.8, 7.7, 7.9, 7.14, 7.15, 7.16	
Annex I, Part A, 3.2 - Stability and freeboard	7.4, Table 3	For design Category B, C and D only for type IX and X watercraft. The static stability and freeboard shall comply with the latest revision of <a href="#">EN ISO 12217-1</a> .
Annex I, Part A, 3.3 - Buoyancy and flotation	7.6, 7.7, 7.8	Inherent buoyancy and floatation shall be calculated in accordance with the latest revision of <a href="#">EN ISO 12217-1</a> .
Annex I, Part A, 3.4 - Openings in hull, deck and superstructure	6.14	Clause 6.14 also covers sea cocks
Annex I, Part A, 3.5 - Flooding	6.5, 7.13	
Annex I, Part A, 3.6 - Manufacturer's maximum recommended load	7.1, 7.5	
Annex I, Part A, 3.7 - Liferaft stowage	7.12	
Annex I, Part A, 3.9 - Anchoring, mooring and towing	6.7	
Annex I, Part A, 4 - Handling characteristics	7.2, 7.3	
Annex I, Part A, 5.1 - Engines and engine spaces	6.10.1	
Annex I, Part A, 5.2 - Fuel system and fuel tanks	6.10.2, 6.11	
Annex I, Part A, 5.3 - Electrical system	6.9	
Annex I, Part A, 5.4 - Steering system	6.6	
Annex I, Part A, 5.5 - Gas system	6.15	
Annex I, Part A, 5.6 - Fire protection	6.13	
Annex I, Part A, 5.7 - Navigation lights	6.16	
Annex I, Part A, 5.8 - Discharge prevention and installations facilitating the delivery ashore of waste	6.5, 6.17	Discharge of toilet waste retention systems where installed shall comply with the requirements of <a href="#">EN ISO 8099</a>





## EN ISO 7840:2021 - Small craft - Fire-resistant fuel hoses (ISO 7840:2021)

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 I, Part A, 5.2.1 – Fuel System, General	4, 6 Annex A, Annex B	Fuel hose of the type manufactured to this standard may be used where the filling, venting and fuel-supply arrangements require fuel hose to be fire resistant.
Annex I, Part A, 5.6.1 - Fire Protection, General	4, 6 Annex A, Annex B	This standard may be used where the installation of fire resistant fuel hose is required to minimise the risk of fire and explosion
Annex II – Components of watercraft (4) - Fuel tanks intended for fixed installations and fuel hoses.	4, 6 Annex A, Annex B	In respect of fire-resistant fuel hoses that are supplied as components only.





## EN ISO 8099-1:2018 - Small craft - Waste systems - Part 1: Waste water retention (ISO 8099-1:2018)

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 I, Part A, 2.5 – Owner's manual	11	
Annex I, Part A, 5.8 – Discharge prevention and installations facilitating the delivery ashore of waste.	4, 5, 6, 7, 8, 9	<p>This standard only deals with discharge from toilets and the delivery ashore of toilet waste; it does not deal with:</p> <ul style="list-style-type: none"> <li>• the accidental discharge of pollutants such as oil, fuel and bilge water overboard or;</li> <li>• water treatment systems.</li> </ul>





## EN ISO 8099-2:2021 - Small craft - Waste systems - Part 2: Sewage treatment 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.

Essential Requirements of Directive 2013/53/EU	Clause(s)/sub-clause(s) of this EN	Remarks/Notes
Annex I, Part A, 2.5 – Owner's manual	12	
Annex I, Part A, 5.8 – Discharge prevention and installations facilitating the delivery ashore of waste.	4, 5, 6, 7, 8, 9	<p>This standard only deals with the prevention of accidental discharge of sewage only; it does not deal with nor address:</p> <ul style="list-style-type: none"> <li>— waste retention systems or;</li> <li>— the accidental discharge of other pollutants such as oil, fuel and bilge water overboard.</li> </ul>





## EN ISO 8469:2021 - Small craft - Non-fire-resistant fuel hoses (ISO 8469:2021)

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 I, Part A. 5.1 Fuel System, General	4, 6 Annex A	Fuel hose of the type manufactured to this standard may be used where the filling, venting and fuel-supply arrangements do not require fuel hose to be fire resistant.
Annex II – Components of watercraft (4) – Fuel tanks intended for fixed installations and fuel hoses.	4, 6 Annex A	In respect of non-fire-resistant fuel hoses that are supplied as components only.





## EN ISO 8665:2017 - Small craft - Marine propulsion reciprocating internal combustion engines - Power measurement

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 2013/53/EU	Qualifying remarks/Notes
All clauses	<p>Annex I.A.4 - Handling Characteristics; only in respect of the maximum rated engine power.</p> <p>Annex I.B.4 Owner's Manual; (b) - specify the power of the engine when measured in accordance with the harmonised standard.</p>	<p>This standard does not cover testing to determine if a watercraft has satisfactory handling characteristics.</p> <p>Propulsion engine power is to be measured in accordance with the requirements of this Standard. It is to be used together with those clauses of <u>ISO 15550</u> that are specified in this standard.</p> <p>It should be noted that I.A.4 requires that the maximum rated engine power for all propulsion engines shall be declared in the owner's manual.</p>
All clauses	Annex I.B.4 (b) - Owner's Manual	The power of propulsion engines specifically intended for installation on or in watercraft shall be specified in the owner's manual when measured in accordance with this standard.





## EN ISO 8666:2020, EN ISO 8666:2020/A11:2021 - Small craft - Principal data (ISO 8666:2020)

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
Article 3(10) – Definitions - 'Hull length'	5.2.1, 5.2.3, 8.3	- 'Hull length' means the length of hull measured in accordance with the harmonised standard. This standard establishes the methodology for measuring the length of hull $L_h$ .
<b>Annex I, Part A, 2 GENERAL REQUIREMENTS</b>		
Annex I, Part A, 2.2 (d) – Watercraft builder's plate	6.6	The Standard establishes the definition for "maximum load mML". This is to be understood as the "manufacturer's recommended maximum load" in accordance with EN ISO 14946.
<b>Annex I, Part A, 3 INTEGRITY AND STRUCTURAL REQUIREMENTS</b>		
Annex I, Part A, 3.1 - Structure	Clauses 3, 4, 5, 6, 7, 8	This Standard establishes definitions for main dimensions and related data, mass specifications and loading conditions that are required for determining hull construction and scantlings derived from EN ISO 12215.
Annex I, Part A, 3.2 - Stability and freeboard	Clauses 3, 4, 5, 6, 7, 8	This Standard establishes definitions for main dimensions and related data, mass specifications and loading conditions that are required for evaluating the stability and buoyancy of intact (i.e. undamaged) boats in accordance with EN ISO 12217 in order to assign a design category appropriate to the design and maximum load.
Annex I, Part A, 3.3 – Buoyancy and flotation	Clauses 3, 4, 5, 6, 7, 8	This Standard establishes definitions for main dimensions and related data, mass specifications and loading conditions that are required for evaluating the flotation characteristics of boats susceptible to swamping and the requirements for inverted buoyancy in accordance with EN ISO 12217.
Annex I, Part A, 3.4 - Flooding	5.2.3, 5.3.2, 5.4.3.3	In respect of dimensions for calculating the cockpit volume coefficient in accordance with EN ISO 12216.
Annex I.A.3.6 - Manufacturer's maximum recommended load	6.6	The Standard establishes the definition for "maximum load mML". This is to be understood as the "manufacturer's recommended maximum load" in accordance with EN ISO 14946.
<b>Annex I, Part A, 5 INSTALLATION REQUIREMENTS</b>		
Annex I, Part A, 5.4.2 – Steering systems - Emergency arrangements for sailing recreational craft and single-propulsion engine non-sailing recreational craft	3.8, 3.9	The Standard establishes definitions for a "sailing craft" and a "non-sailing craft". These definitions shall be used wherever required for the application of the essential requirements set out in Annex I of Directive 2013/53/EU.





## EN ISO 8846:2017 - Small craft - Electrical devices - Protection against ignition of surrounding flammable gas

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 2013/53/EU	Qualifying remarks/Notes
All clauses	1.A5.1.1 – Inboard engine	In respect of electrical devices that may be mounted on an inboard engine or in an engine enclosure in order to minimise the risk of fire.  This Standard does not deal with accessibility of these devices in order to enable frequent inspection and/or servicing.  This Standard does not deal with insulating materials inside the engine compartment.
All Clauses	1.A5.2.2(a) - Fuel tanks	In respect of protection from electrical devices as sources of ignition which are located in fuel tank compartments.
All Clauses	1.A5.3 – Electrical system	This Standard does not cover ignition protection for electrical devices that may operate in hydrogen and oxygen mixtures produced by vented batteries gases





## EN ISO 8847:2021 - Small craft - Steering gear - Cable over 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.

Essential Requirements of Directive 2013/53/EU	Clause(s)/sub-clause(s) of this EN	Remarks/Notes
Annex I, Clause 5.4.1, Steering system, general.	4, 5, 6, 7 and 9	This standard specifies requirements for cable over pulley steering systems only from the helm to the connection to the rudder or outboard engine. This Standard does not address an emergency means of steering. This standard does not address propulsion control systems.
Annex I, Clause 2.5, Owner's Manual	8	In respect of information for cable over pulley steering systems only.
Annex II, Components of watercraft (3) Steering wheels, steering mechanisms and cable assemblies.	4, 5, 6, 7 and 9	In respect of cable over pulley steering systems and their major components only. Steering wheels supplied as components are excluded from this standard.





## EN ISO 8848:2022 - Small craft - Remote mechanical steering systems (ISO 8848:2022)

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 I.A.5.4.1 – Steering system, General	Clauses 1-8	The scope of this standard addresses remote mechanical cable steering systems only. It does not address the requirements for steering wheels, hydraulic steering systems and electrical/electronic steering control systems which are covered elsewhere.  This Standard does not address propulsion control systems or emergency steering arrangements.
Annex II, Components of watercraft (3) -Steering wheels, steering mechanisms and cable assemblies.	Clauses 1 - 8	In respect of push-pull cable steering systems and their major component items only.  Steering Wheels supplied as components are not covered by this Standard.





## EN ISO 8849:2021 - Small craft - Electrically operated 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.

Essential Requirements of Directive 2013/53/EU	Clause(s)/sub-clause(s) of this EN	Remarks/Notes
Annex I, Part A, 2.5 – Owner's manual	4.10, 7	
Annex I, Part A, 3.5 – Flooding, (c) removal of water by pumps or other means.	4, 5, 6	In respect of electrically operated bilge pumps intended for the removing bilge water only. This International Standard does not cover pumps intended for damage control.
Annex I, Part A, 5.3 - Electrical system	4.3, 4.8, 5	In respect of the electrical requirements to ensure the proper operation of electrically operated bilge pumps only. This International Standard does not deal with the following elements of this essential requirement; <ul style="list-style-type: none"> <li>• Electric shock;</li> <li>• Interaction with electric propulsion circuits;</li> <li>• Battery ventilation</li> </ul>
Annex I, Part A, 5.6.1 – Fire protection, General	4.2, 4.9, 4.10, 5.3	In respect of preventing a fire hazard
Annex II, Components (1) Ignition protected equipment for inboard and stern drive engines and petrol tank spaces	4, 5.1 to 5.4 inclusive, 6	This standard is relevant in respect of the requirements for ignition protected electrically operated bilge pumps that are suitable for watercraft with





## EN ISO 9093:2021 - Small craft - Seacocks and through-hull fittings (ISO 9093:2020)

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 I, Clause 2.5, Owner's manual	Clause 11	In respect of information to be included in the Owner's Manual
Annex I, Clause 3.4, Openings in hull, deck and superstructure	Clause 3, 4, 5, 6, 7, 9	This standard do not address windows, portlights, doors and hatch covers and point loads applied by the weight of persons on the deck.





## EN ISO 9094:2017 - Small craft - Fire protection (ISO 9094:2015)

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/EU	Comments
9 Annex B	1.A.2.5 - Owner's manual	
5; 6	1.A.3.8 - Escape	In respect of viable means of escape in the event of fire only, this standard does not deal with escape from inversion.
4.3.1.1; 4.3.2	1.A.5.1.1 - Engine and engine compartments, inboard engine	In respect of insulating materials and separation from habitable spaces.
4.3.2.3	1.A.5.1.2 - Engine and engine compartments, ventilation	With respect to the requirements for fixed petrol engines and fixed petrol tanks only.
4.1.3	1.A.5.2.1 - Fuel system, General	
4.1.3; 4.3.1.2	1.A.5.2.2 - Fuel system, Fuel tanks	
4.4; 4.6	1.A.5.3 - Electrical system	In respect of minimizing the risk of fire and to prevent the accumulation of explosive gases which might be emitted from batteries.
		Ignition-protected items shall be in accordance with EN ISO 8846 (EN 28846).
4.5	1.A.5.5 - Gas system	In respect of liquefied petroleum gas (LPG) systems and self-contained appliances.
4; 5; 6 Annex A	1.A.5.6.1 - Fire protection - general	The scope of this standard defines a practical degree of fire prevention and protection intended to provide enough time for occupants to escape a fire on board small craft up to 24m length of hull. The exclusions shall be noted.
7; 8	1.A.5.6.2 - Fire protection - Fire-fighting equipment	In respect of minimum firefighting requirements according to the type of engine fuel and power rating, habitable spaces and provision of heating and cooking appliances. Informative annexes C and D should be noted.









# GUIDELINES 2026

## **PART 6:** RECOMMENDATIONS FOR USE









## 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).





## TABLE OF RECOMMENDATIONS FOR USE

RCD 2013/53/EU		ERFU	RFU
Chapters	Articles		
4. CONFORMITY ASSESSMENT	Article 19: Applicable conformity assessment procedures Article 20: Design and construction Article 22: Noise emissions Article 21: Exhaust emissions Article 23: Post-construction assessment Article 24: Supplementary requirements	ERFU # 98r1, ERFU # 119r1, ERFU # 15r1, ERFU # 58r1, ERFU # 59r1, ERFU # 190r1 ERFU # 119r1, ERFU # 159r1, ERFU # 43r1, ERFU # 44r1 ERFU # 119r1, ERFU # 159r1 ERFU # 119r1, ERFU # 159r1, ERFU # 43r1, ERFU # 68r1 ERFU # 98r1, ERFU # 119r1, ERFU # 138r2, ERFU # 190r1 ERFU # 7r1, ERFU # 119r1, ERFU # 15r1, ERFU # 58r1, ERFU # 32r1, ERFU # 159r1, ERFU # 175r1	RFU # 136r3, RFU # 128r2, RFU # 212r1 RFU # 128r2 RFU # 128r2 RFU # 128r2 RFU # 109r2, RFU # 128r2, RFU # 212r1 RFU # 128r2
ANNEX IV EU DECLARATION OF CONFORMITY No xxxxx ( 1 )	The declaration by the manufacturer or the importer established in the Union referred to in Article ...	ERFU # 108r1, ERFU # 20r1	
2. OBLIGATIONS OF ECONOMIC OPERATORS AND PRIVATE IMPORTERS	Article 9: Obligations of importers Article 7: Obligations of manufacturers	ERFU # 103r1 ERFU # 20r1, ERFU # 103r1	
1. GENERAL PROVISIONS	Article 3: Definitions Article 1: Subject matter Article 2: Scope Article 6: Free movement Article 4: Essential requirements	ERFU # 137r1, ERFU # 64r1, ERFU # 190r1, ERFU # 127r1, ERFU # 151r1, ERFU # 165r2, ERFU # 132r1, ERFU # 180r1, ERFU # 166r2 ERFU # 65r1 ERFU # 190r1, ERFU # 34r1, ERFU # 127r1, ERFU # 106r1, ERFU # 151r1 ERFU # 120r1 ERFU # 64r1, ERFU # 197r1, ERFU # 130r2	RFU # 190r1, RFU # 199r1 RFU # 109r2 RFU # 136r3, RFU # 128r2, RFU # 156r3, RFU # 190r1, RFU # 104r2





RCD 2013/53/EU		ERFU	RFU
Chapters	Articles		
ANNEX I ESSENTIAL REQUIREMENTS	<p>5. INSTALLATION REQUIREMENTS</p> <p>1. PROPULSION ENGINE IDENTIFICATION</p> <p>B. Essential requirements for exhaust emissions from propulsion engines</p> <p>2. GENERAL REQUIREMENTS</p> <p>Article 58: Addressees</p> <p>4. HANDLING CHARACTERISTICS</p> <p>2. OWNER'S MANUAL</p> <p>4. OWNER'S MANUAL</p> <p>3. INTEGRITY AND STRUCTURAL REQUIREMENTS</p> <p>2. EXHAUST EMISSION REQUIREMENTS</p> <p>Explanatory notes:</p>	<p>ERFU # 50r2, ERFU # 152r2, ERFU # 191r1, ERFU # 120r1, ERFU # 144r5, ERFU # 135r3, ERFU # 175r1, ERFU # 148r4, ERFU # 101r3, ERFU # 194r2, ERFU # 163r1, ERFU # 179r1, ERFU # 89r1, ERFU # 77r3, ERFU # 139r2, ERFU # 93r2, ERFU # 187r2, ERFU # 149r1, ERFU # 130r2, ERFU # 158r1, ERFU # 192r1, ERFU # 161r2, ERFU # 140r1, ERFU # 27r1, ERFU # 164r1, ERFU # 94r3</p> <p>ERFU # 183r1</p> <p>ERFU # 28r1</p> <p>ERFU # 68r1</p> <p>ERFU # 39r1, ERFU # 198r1, ERFU # 188r1, ERFU # 147r1, ERFU # 174r1, ERFU # 204r1, ERFU # 103r1, ERFU # 130r2</p> <p>ERFU # 127r1, ERFU # 162r1, ERFU # 158r1, ERFU # 64r1, ERFU # 58r1, ERFU # 28r1, ERFU # 166r2</p> <p>ERFU # 146r1, ERFU # 145r1, ERFU # 103r1, ERFU # 200r1</p> <p>ERFU # 103r1</p> <p>ERFU # 103r1</p> <p>ERFU # 168r1, ERFU # 196r1, ERFU # 167r1, ERFU # 138r2, ERFU # 154r2, ERFU # 32r1, ERFU # 197r1, ERFU # 204r1, ERFU # 96r2, ERFU # 171r1, ERFU # 189r1, ERFU # 201r1, ERFU # 207r1, ERFU # 76r1, ERFU # 143r3, ERFU # 188r1</p> <p>ERFU # 180r1</p> <p>ERFU # 68r1</p>	<p>RFU # 71r2, RFU # 213r2</p> <p>RFU # 177r1, RFU # 205r1</p> <p>RFU # 156r3, RFU # 208r1, RFU # 209r1, RFU # 206r1</p>
ANNEX II COMPONENTS OF WATERCRAFT	<p>(4) Fuel tanks intended for fixed installations and fuel hoses;</p> <p>(1) Ignition-protected equipment for inboard and stern drive petrol engines and petrol tank spaces;</p> <p>3. DURABILITY</p> <p>(3) Steering wheels, steering mechanisms and cable assemblies;</p> <p>5) Prefabricated hatches, and port lights.</p>	<p>ERFU # 182r1, ERFU # 148r4</p> <p>ERFU # 148r4</p> <p>ERFU # 116r1, ERFU # 50r2, ERFU # 160r1, ERFU # 26r1, ERFU # 58r1, ERFU # 175r1, ERFU # 101r3, ERFU # 189r1, ERFU # 117r4</p> <p>ERFU # 115r3</p> <p>ERFU # 26r1, ERFU # 96r2</p>	
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	
3. CONFORMITY OF THE PRODUCT	Article 18: Rules and conditions for affixing the CE marking	ERFU # 73r1	
5. NOTIFICATION OF CONFORMITY ASSESSMENT BODIES	Article 27: Notifying authorities	ERFU # 180r1	





RCD 2013/53/EU		ERFU	RFU
Chapters	Articles		
ANNEX VII CONFORMITY OF PRODUCTION ASSESSMENT FOR EXHAUST AND NOISE EMISSIONS	Noise emissions	ERFU # 108r1	
ANNEX V EQUIVALENT CONFORMITY BASED ON POST-CONSTRUCTION ASSESSMENT (MODULE PCA)	Module H Conformity based on full quality assurance	ERFU # 98r1, ERFU # 119r1, ERFU # 15r1, ERFU # 138r2, ERFU # 59r1, ERFU # 190r1	RFU # 109r2, RFU # 202r1, RFU # 212r1
ANNEX IX TECHNICAL DOCUMENTATION	An engine is taken from the series and subjected to the test described in Part B of Annex I. Test en...	ERFU # 84r1	
ANNEX VI SUPPLEMENTARY REQUIREMENTS WHEN INTERNAL PRODUCTION CONTROL PLUS SUPERVISED PRODUCTION TESTS SET OUT IN MODULE A1 IS USED (ARTICLE 24(2))	9. Additional information:	ERFU # 7r1, ERFU # 59r1, ERFU # 180r1	
CONFORMITY ASSESSMENT PROCEDURES- Decision n. 768/2008	Module B EC-type examination The technical documentation referred to in Article 7(2) and Article 25 shall, as far as it is releva...	ERFU # 58r1 ERFU # 123r1, ERFU # 15r1, ERFU # 17r1, ERFU # 7r1	







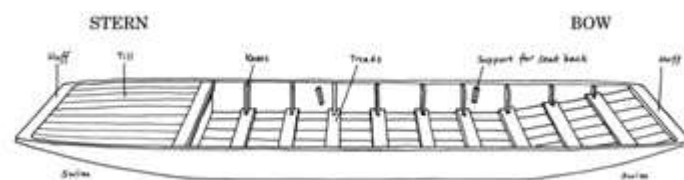
RSG	<b>RECOMMENDATION FOR USE</b>		RFU No.:104
	<b>Recreational Craft Sectoral Group</b>		Revision No.: 02
RFU	CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT		Origin PFE/IDG.: 240
	<b>Recreational Craft Directive 2013/53/EU</b>		Date: <b>2016-05-04</b>
			Page: 1/1

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 to 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.

RSG	<b>RECOMMENDATION FOR USE</b>		RFU No.: 109
	<b>Recreational Craft Sectoral Group</b>		Revision No.: 02
RFU	CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT		Origin PFE/IDG.: 246
	<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: Ch. IV, Art. 23		
Annex: V		
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:

- Post Construction Assessment;
- Assessment according to module B followed by module C, D, E or F, module G or module H?

**Recommended Solution:**

- Yes.
- No, these modules can only be applied by the manufacturer if the engine is new and not used.



RSG	<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.: 128
		Revision No.: 02
Origin PFE/IDG.: 268		
Date: <b>2016-05-04</b>		
RFU		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: from 19 to 24		
Annex:		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.

RSG	<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.: 136
		Revision No.: 03
RFU		Origin PFE/IDG: 291
		Date: <b>2025-11-17</b>
		Page: 1/1

Approved by RSG Committee at the 55<sup>th</sup> RSG Committee Meeting

Question related to		
Directive No.: 2013/53/EU	Standard:	Other:
Article: 2, 19		Paragraph 2.1 of the Blue Guide -
Annex:		version 2022
Key Words: Assessment after repair		

**Scenario/Questions:**

A product was repaired. Which kind of assessment has to be done?

**Recommended Solution:**

No assessment is needed.

A repair restores the state of the product at the moment of the placing on the market.

See also the Blue guide:

Products which have been repaired (for example following a defect), without being considered as new products do not need to undergo conformity assessment again [...].



RSG	<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.: 156
		Revision No.: 03
RFU		Origin PFE/IDG.: 317
		Date: <b>2019-11-28</b>
		Page: 1/1

Approved by RSG Committee at the 48th RSG Committee Meeting

Question related to		
Directive No.: 2013/53/EU	Standard:	Other:
Article:	EN ISO 6185 series (2018),	
Annex: I, 3.1	EN ISO 11592-1:2016	
Key Words: RIB, performance test		

#### **Scenario/Questions:**

The harmonized standards for inflatables and RIBs requires an in-water performance test at 'maximum thrust' in the following significant wave heights:

- EN ISO 6185-1 (7.1) up to 0.3m
- EN ISO 6185-2 (7.1 table 3) 0.3m to 0.6m
- EN ISO 6185-3 (8.1 table 6) 0.6m to 1.0m
- EN ISO 6185-4 (7.15) 1.2m

Modern recreational RIBs now run at speeds in excess of 50 knots and it may be unsafe to send an employee to sea to test at the prescribed parameters. It may also be the case that no helmsperson could physically execute the test as prescribed. How should testing of high-speed RIBs be performed?

#### **Recommended Solution:**

EN ISO 11592-1 states in its scope that RIBs complying with EN ISO 6185-3 capable of more than 30 knots may be tested in calm water (see clause 6).

This RFU will be withdrawn when ISO brings clarity to this issue.

RSG	<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.: 199
		Revision No.: 01
RFU		Origin PFE/IDG.: 376
		Date: <b>2023-06-27</b>
		Page: 1/1

Approved by RSG Committee at the 54<sup>th</sup> RSG Committee Meeting

Question related to		
Directive No.: 2013/53/EU (RCD)	Standard: ISO/TS 23625:2021	Other:
Article: 3 (7)		
Annex:		
Key Words: Major craft conversion, lithium battery, electrical system		

#### **Scenario/Questions:**

In a watercraft, bearing a CE mark, the non-lithium battery(-ies) permanently installed for use on the craft electrical system and/or engine starting are replaced with (a) lithium-based battery(-ies) of the same function.

Is this a "major craft conversion" in the sense of RCD Article 3 (7)?

#### **Recommended Solution:**

Yes.

This change alters the watercraft to such an extent that it may not meet any more the applicable essential safety and environmental requirements laid down in the RCD and/or ISO/TS 23625.



RSG	<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.: 202
		Revision No.: 01
RFU		Origin PFE/IDG.: 381
		Date: <b>2023-06-27</b>
		Page: 1/1

Approved by RSG Committee at the 54<sup>th</sup> RSG Committee Meeting

Question related to		
Directive No.: 2013/53/EU	Standard:	Other:
Article:		
Annex: V		
Key Words: major craft conversion, bow thruster, stern thruster		

**Scenario/Questions:**

It frequently happens that an owner has a bow/stern thruster installed (in after-market) on a CE-marked boat that was not originally fitted with one.

Is this a major craft conversion?

**Recommended Solution:**

- 1) Yes, because a number of applicable essential requirements that may be affected
- 2) No, if the thruster was foreseen as an option by the manufacturer in the technical documentation and the after-market installation conforms to the specifications

RSG	<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.: 203
		Revision No.: 01
RFU		Origin PFE/IDG.: 382
		Date: <b>2023-12-11</b>
		Page: 1/1

Approved by RSG Committee at the 54<sup>th</sup> RSG Committee Meeting

Question related to		
Directive No.: 2013/53/EU	Standard:	Other:
Article:	EN ISO 10087:2022	
Annex:		
Key Words: WIN, PCA, Post-construction Assessment <i>Identification Code</i>		

**Scenario/Questions:**

In the case of *Post Construction Assessment* (PCA), the boat must be affixed with a new *Watercraft Identification Number* (WIN) that (a) includes the Post-construction Assessment *Identification Code* and (b) reflects the date of certification.

If the craft was already displaying an identification number (WIN, Hull Identification Number, Craft Identification Number or other codes), should the existing identification number be removed?

**Recommended Solution:**

No: the traceability to the Notified Body is not harmed by the existing identification number remaining onboard.

In addition:

1. Immediately after PCA, all of the boat owner's documentation (e.g. sale, insurance, registration etc.) will refer to the existing identification number. Removing the existing identification number may break the link between boat and documentation.
2. ISO 10087 requires that in case of removal of an existing identification number leaves marking. Owners should not be required to harm their boat.



RSG	<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.: 205
		Revision No.: 01
RFU		Origin PFE/IDG.: 390
		Date: <b>2024-12-20</b> Page: 1/1

Approved by RSG Committee at the 55th RSG Committee Meeting

Question related to		
Directive No.: 2013/53/EU, Article: 2.2, Annex:	Standard: EN ISO 14945:2021	Other:
Key Words: Builder's plate		

**Scenario/Questions:**

Harmonized standard EN ISO 14945:2021 has included in article 5.3 the outboard weight as optional. In the description of the picture it indicates that the outboard weight is: "for engines greater than 3 kW, the maximum mass of the outboard engine(s)". This makes it unclear whether the outboard weight is required or not.

Is it required to place the maximum outboard weight on the builder's plate?

**Draft Recommended Solution:**

No, it is not required to put the maximum outboard weight on the builder's plate. However, it is strongly recommended to put the number of engine(s) and weight on the builder's plate and in the owner's manual.

RSG	<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.: 206
		Revision No.: 01
RFU		Origin PFE/IDG.: 401
		Date: <b>2024-12-20</b> Page: 1/1

Approved by RSG Committee at the 55th RSG Committee Meeting

Question related to		
Directive No.: 2013/53/EU Article: Annex: I. 3.5	Standard: EN ISO 15083:2023	Other:
Key Words: Bilge pump		

**Scenario/Questions:**

A cruising catamaran category A has the following fire/bilge pump mounted on a portable board to make it easier to move and pump:



EN ISO 15083:2023 sets requirements for primary and (for Cat A, B and C) secondary bilge pump systems. Clause 5.1.3.2 states:

*"Primary bilge pump systems. For craft in design categories A, B and C:  
a. bilge pumping system shall be installed, permanently attached to the boat structure,..."*

However, there are not specific requirements for the attachment of secondary bilge pump systems.

Can the secondary bilge pump system be a manual 'roving' system as shown in the photo?

**Draft Recommended Solution:**

Yes. The arrangement is accepted provided it is 'readily accessible'.



RSG	<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.: 208 Revision No.: 01
		Origin PFE/IDG.: 388  Date: <b>2024-12-20</b> Page: 1/1
RFU		

Approved by RSG Committee at the 55th RSG Committee Meeting

Question related to		
Directive No.: 2013/53/EU Article: Annex: I, ER 3.2, ER 3.5	Standard: EN ISO 12217-series EN ISO 15083:2020+A11:2023	Other:
Key Words: downflooding, non-return valve		

**Scenario/Questions:**

ISO 12217 (all parts) have a list of openings which are not required to be considered as downflooding openings. One of these is:

*“h) discharge pipes fitted with non-return valves;”*

ISO 15083:2020+A11:2023 has a requirement for:  
*“a means to prevent backflow into the boat”.*  
A ‘non-return valve’ is not specifically detailed.

Note that a drain from a galley sink has a discharge pipe and rarely has a non-return valve. The question is not limited to bilge pump discharge pipes.

Can a loop in the discharge pipe/hose be considered equivalent to a non-return valve and therefore exclude the discharge from the downflooding height assessment?

**Draft Recommended Solution:**

Yes, on the condition the loop reaches above the heeled waterline prescribed ISO 15083.

This RFU may be removed when ISO 12217 has brought clarity to the question.

RSG	<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.: 209 Revision No.: 01
		Origin PFE/IDG.: 391  Date: <b>2024-12-20</b> Page: 1/1
RFU		

Approved by RSG Committee at the 55th RSG Committee Meeting

Question related to		
Directive No.: 2013/53/EU Article: Annex: IA3.4, IA3.6	Standard:	Other:
Key Words: opening, water lubricated prop-shaft, through hull fitting		

**Scenario/Questions:**

Does the opening of water lubricated prop-shaft need to be considered as a “Through hull fitting” 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 ER 3.6?

And therefore, does a shut off valve need to be fitted?

**Draft Recommended Solution:**

Yes.



RSG	<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.:212 Revision No.: 01
		Origin PFE/IDG.: 405
RFU		Date: <b>2025-04-10</b> Page: 1/1

Approved by RSG Committee at the 56th RSG Committee Meeting - Part A

Question related to		
Directive No.: 2013/53/EU Article: 19 and 23 Annex: 5	Standard:	Other:
Key Words: Post Construction Assessment – Major craft conversion – WIN code		

**Scenario/Questions:**

On a model in production certified with module B, of which several products are already on the market, the manufacturer makes a relevant modification to the project, for example from layout 1 to layout 2, and updates the relevant module B. The owner of a layout 1 product, so a craft already placed on the market, ask to have layout 2 and therefore asks the manufacturer to make the major craft conversion on his craft.

Is the post-construction assessment the only procedure applicable for products already placed on the market subject to a major craft conversion or is it possible for a manufacturer to issue a new declaration of conformity following the update of module B?

**Draft Recommended Solution:**

Yes. For a product already placed on the market PCA is the only applicable procedure.

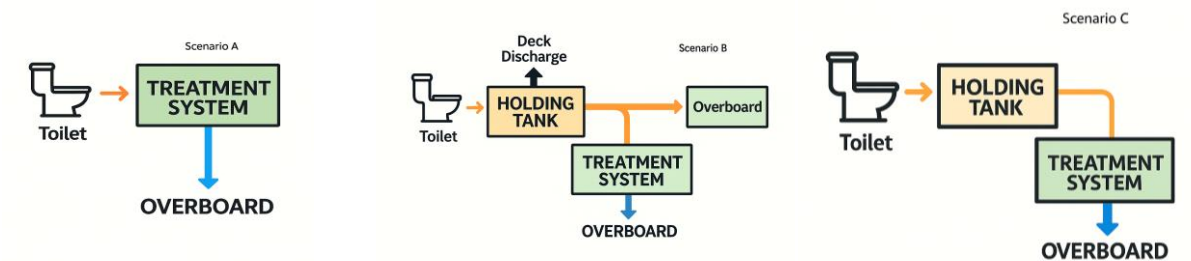
RSG	<b>RECOMMENDATION FOR USE</b> <b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	RFU No.: 213 Revision No.: 02
		Origin PFE/IDG.: 402
RFU		Date: <b>2025-11-17</b> Page: 1/1

Approved by RSG Committee at the 56th RSG Committee Meeting - Part B

Question related to		
Directive No.: 2013/53/EU Article:5.8 Annex: 1	Standard: EN ISO 8099-2:2021	Other:
Key Words: Black water system		

**Scenario/Questions:**

A sewage treatment system operating in accordance with EN ISO 8099-2:2021 can have the following three setups:



Question 1: Does the treatment system in these three scenarios require a deck discharge?

Question 2: Does the holding tank in scenario C need a deck discharge if the only option to empty the tank is through the treatment system?

**Draft Recommended Solution:**

Answer 1: No. In all scenarios, the treatment system would not require a deck discharge.

Answer 2: For Scenario C, the holding tank would not require a deck discharge, provided that the only option to empty the holding tank is through the treatment system.



<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>		ERFU No.: 7
	<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 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
	<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: 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



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		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.

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		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.



RSG	<b>ENDORSED 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>	ERFU No.: 22 Revision No.: 5 Origin PFE/IDG: 73
		Date: <b>2025-04-10</b> Page: 1/1

Approved by RSG Committee at the 48th RSG Committee Meeting

Endorsed by RCD Committee on 2020-05-08

Standards references updated at the 53<sup>rd</sup> RSG Committee Meeting

Standards references updated at the 56<sup>th</sup> RSG Committee Meeting part A

Question related to		
Directive No.: 2013/53/EU Article: Annex:	Standard: EN ISO 10088:2023 EN ISO 9093:2021	Other:
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:**

No

RSG	<b>ENDORSED 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>	ERFU No.: 26 Revision No.: 01  Origin PFE/IDG.: 100
		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: Annex: II.5	Standard:	Other:
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> <b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	ERFU No.: 27 Revision No.: 01  Origin PFE/IDG.: 101
		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: Annex: I.A.5.7	Standard:	Other:
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> <b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	ERFU No.: 28 Revision No.: 01  Origin PFE/IDG.: 109
		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: Annex: I.A.1	Standard:	Other:
Key Words: Design Categories		

**Scenario/Questions:**

Is it possible for a boat to be simultaneously assigned more than one design category with different maximum capacities corresponding to each one? (Number of persons, engine power, maximum weight).

**Recommended Solution:**

Yes, if all relevant requirements are satisfied.



<b>RSG</b>	<b>ENDORSED 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>	ERFU No.: 32 Revision No.: 01  Origin PFE/IDG.: 122
		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: 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.

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		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.



RSG	<b>ENDORSED 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>	ERFU No.: 39 Revision No.: 01 Origin PFE/IDG.: 137  Date: <b>2018-01-23</b> Page: 1/1
ERFU		

Approved by RSG Committee at the 45th RSG Committee Meeting

Endorsed by RCD Committee on 2017-10-19

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.

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ERFU		

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.: 02
<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>2018-02-21</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:	EN ISO 15584: 2017	
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> <b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	ERFU No.: 58 Revision No.: 01  Origin PFE/IDG.: 158  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, 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 extend 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> <b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT <b>Recreational Craft Directive 2013/53/EU</b>	ERFU No.: 59 Revision No.: 01 Origin PFE/IDG: 166  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: 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.



RSG	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 64
	<b>Recreational Craft Sectoral Group</b>	Revision No.: 01
ERFU	CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT	Origin PFE/IDG.: 178
	<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: 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.

RSG	<b>ENDORSED RECOMMENDATION FOR USE</b>	ERFU No.: 65
	<b>Recreational Craft Sectoral Group</b>	Revision No.: 01
ERFU	CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT	Origin PFE/IDG: 179
	<b>Recreational Craft Directive 2013/53/EU</b>	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: 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
	<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.: 185
	<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: 21		
Annex: I.B		
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>ENDORSED RECOMMENDATION FOR USE</b>		ERFU No.: 73
	<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.: 193
	<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/EU	Standard:	Other:
Article: 18.3		Decision 768/2008/EC, annex 2
Annex:		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)?

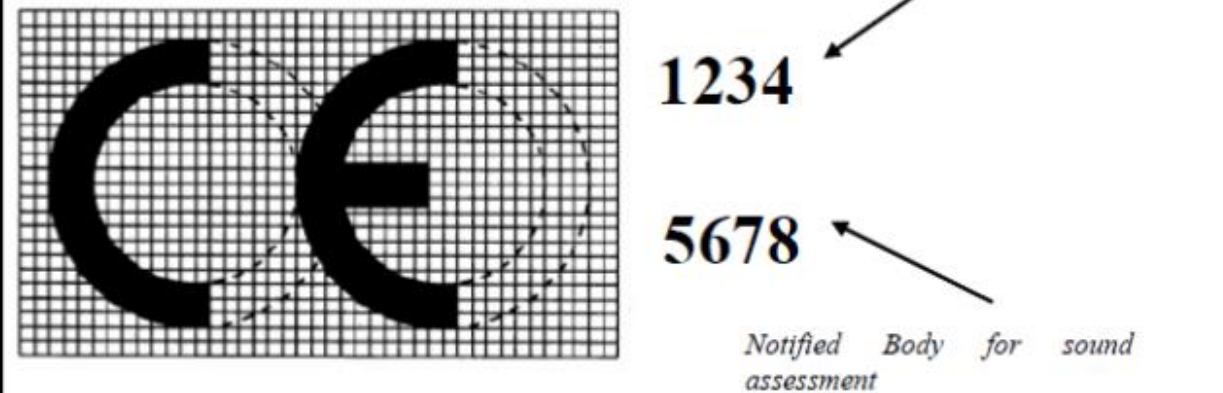
**Recommended Solution:**

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.

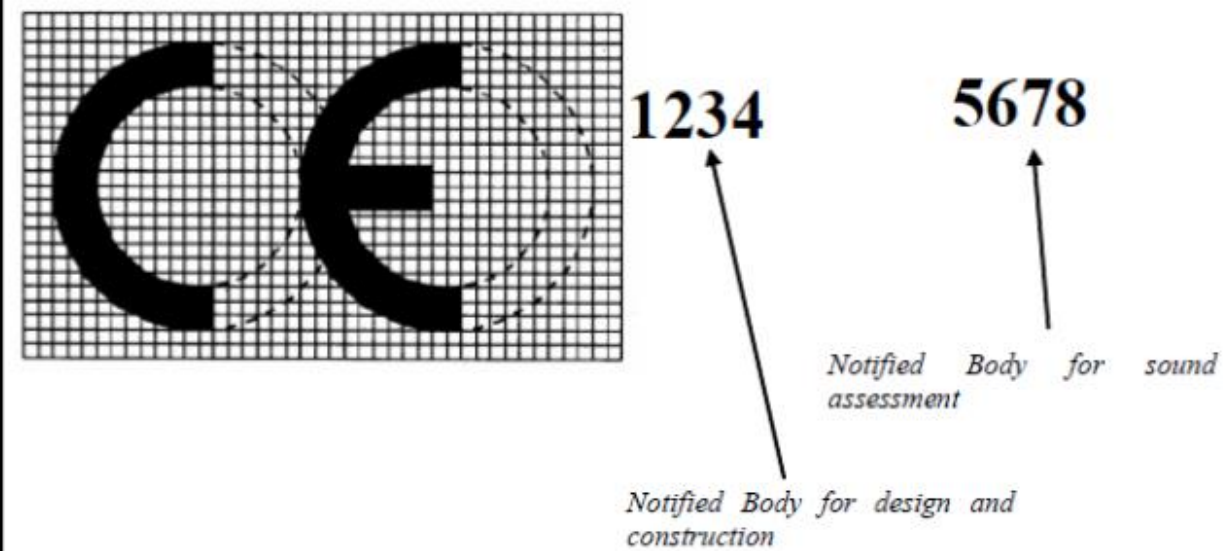


Example:

Example 1:



Example 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	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.



RSG	<b>ENDORSED 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>	ERFU No.: 77 Revision No.: 03 Origin PFE/IDG.: 209 Date: <b>2025-04-10</b> Page: 1/1
ERFU		

Approved by RSG Committee at the 44<sup>th</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2017-01-19

Standards references updated at the 56<sup>th</sup> RSG Committee Meeting part A

Question related to		
Directive No.: 2013/53/EU	Standard:	Other:
Article:	EN ISO 8848:2022	
Annex: I, A.5.4.1, II	EN ISO 10592:2017	
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 with EN ISO 8848 and EN ISO 10592.

Interfacing part of the remote steering systems, delivered as a separate part by the engine manufacturer or acquired on the market shall be separately CE marked.

RSG	<b>ENDORSED 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>	ERFU No.: 84 Revision No.: 01 Origin PFE/IDG.: 215 Date: <b>2017-03-08</b> Page: 1/1
ERFU		

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: IX		
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.



RSG	<b>ENDORSED 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>	ERFU No.: 89 Revision No.: 01  Origin PFE/IDG.: 221  Date: <b>2017-03-08</b> Page: 1/1
		ERFU

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

RSG	<b>ENDORSED 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>	ERFU No.: 93 Revision No.: 02  Origin PFE/IDG.: 218  Date: <b>2018-02-21</b> Page: 1/1
		ERFU

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.5.5	EN ISO 10239:2017	
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 diameter 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.



<div>RSG</div> <div>ERFU</div>	<b>ENDORSED 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>	ERFU No.: 94 Revision No.: 03 Origin PFE/IDG: 227  Date: <b>2025-04-10</b> Page: 1/1

Approved by RSG Committee at the 48th RSG Committee Meeting

Endorsed by RCD Committee on 2020-05-08

Standards references updated at the 56<sup>th</sup> RSG Committee Meeting part A

Question related to		
Directive No.: 2013/53/EU Article: Annex: I A.5.8	Standard: EN ISO 15083:2020	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.

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.

<div>RSG</div> <div>ERFU</div>	<b>ENDORSED 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>	ERFU No.: 96 Revision No.: 02 Origin PFE/IDG: 230  Date: <b>2020-05-08</b> Page: 1/1

Approved by RSG Committee at the 48th RSG Committee Meeting

Endorsed by RCD Committee on 2020-05-08

Question related to		
Directive No.: 2013/53/EU Article: Annex: I.A.3.4, II (5)	Standard: EN ISO 12216:2018	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 12216:2018: *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
	<b>Recreational Craft Sectoral Group</b>		Revision No.: 01
<b>ERFU</b>	CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT		Origin PFE/IDG.: 236
	<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: 19, 23		
Annex: V		
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.: 03
<b>ERFU</b>	CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT		Origin PFE/IDG: 232
	<b>Recreational Craft Directive 2013/53/EU</b>		Date: <b>2022-10-07</b>
			Page: 1/2

Approved by RSG Committee at the 48th RSG Committee Meeting

Endorsed by RCD Committee on 2020-05-08

Standards references updated at the 53rd RSG Committee Meeting

Question related to		
Directive No.: 2013/53/EU	Standard:	Other:
Article:	EN ISO 7840:2021	Decision 768/2008/EC, annex II
Annex: II	EN ISO 8469:2021	
Key Words: “EU Type-certificate” for fire resistant and non-fire resistant fuel hoses		

**Scenario/Questions:**

An “EU 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.

1. Prerequisite for fuel hoses to get combined in one “fuel hose family” is that they have the same material, layer setup and wall-thickness.
2. 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)
3. 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)
4. 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>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

Article: 7.7, 9.4

Annex: I.A.2.5; I.B.4; I.C.2

Standard:

Other:

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.



<b>RSG</b>	<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 44th RSG Committee Meeting

Endorsed by RCD Committee on 2017-01-19

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
	<b>Recreational Craft Sectoral Group</b>		Revision No.: 01
<b>ERFU</b>	CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT		Origin PFE/IDG.: 239
	<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:		
Annex: IV and VII, VIII		
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.



RSG	<b>ENDORSED 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>	ERFU No.: 115 Revision No.: 03 Origin PFE/IDG: 265  Date: <b>2020-05-08</b> Page: 1/1

Approved by RSG Committee at the 48th RSG Committee Meeting

Endorsed by RCD Committee on 2020-05-08

Question related to		
Directive No.: 2013/53/EU Article: Annex: II.3	Standard: EN ISO 25197:2018	Other:
Key Words: Combined steering, shift and throttle devices, CE marking		

**Scenario/Questions:**

Is a product combining steering, shift and throttle in one device a product covered by Annex II.3 of the Directive?

**Recommended Solution:**

All products covered by the scope ISO 25197 combining steering, shift and throttle in one device are products under Annex II.3.

Shift and/or throttle are not considered to be an Annex II.3 component unless combined into a single device that allows for steering control and requires CE marking.

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".

RSG	<b>ENDORSED 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>	ERFU No.: 116 Revision No.: 01  Origin PFE/IDG.: 261  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 Article: Annex: II	Standard:	Other:
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.



<div>RSG</div> <div>ERFU</div>	<b>ENDORSED 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>	ERFU No.: 117 Revision No.: 04 Origin PFE/IDG.: 262 Date: <b>2025-04-10</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

Standards references updated at the 53<sup>rd</sup> RSG Committee Meeting  
Standards references updated at the 56<sup>th</sup> RSG Committee Meeting part A

Question related to		
Directive No.: 2013/53/EU Article: Annex: II	Standard: EN ISO 8847:2021, EN ISO 10592:2017, EN ISO 13929:2017, EN ISO 15652:2017, EN ISO 8848:2022, EN ISO 9775:2017 EN ISO 23411:2021	Other:
Key Words: EU-Type Certificate for steering wheels; family concept		

**Scenario/Questions:**

An “EU-type examination” 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 regard to:

- Dish
- Number and composition of spokes
- Cross section area and second moment of area of spokes
- 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.

<div>RSG</div> <div>ERFU</div>	<b>ENDORSED 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>	ERFU No.: 118 Revision No.: 02 Origin PFE/IDG: 264 Date: <b>2022-10-07</b> Page: 1/1

Approved by RSG Committee at the 46<sup>th</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2018-06-08

Standards references updated at the 53<sup>rd</sup> RSG Committee Meeting

Question related to		
Directive No.: 2013/53/EU Article: Annex: I.A.3.7, I.A.3.6	Standard: EN ISO 12217-1/2/3:2017 EN ISO 14946:2021	Other:
Key Words: maximum load, 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 6 metres must take into account the mass of liferafts in the total load of the recreational craft and its position.

The minimum/maximum recommended weight of the liferaft (liferafts) used for the stability calculation should be noted into the owner’s manual.

The RFU will be withdrawn when ISO brings clarity to the issue.



<b>RSG</b>	<b>ENDORSED RECOMMENDATION FOR USE</b>		ERFU No.: 119
	<b>Recreational Craft Sectoral Group</b>		Revision No.: 01
<b>ERFU</b>	CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT		Origin PFE/IDG.: 267
	Recreational Craft Directive 2013/53/EU		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: 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>		Revision No.: 01
<b>ERFU</b>	CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT		Origin PFE/IDG: 272
	Recreational Craft Directive 2013/53/EU		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 34th 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>ENDORSED RECOMMENDATION FOR USE</b>		ERFU No.: 123
	<b>Recreational Craft Sectoral Group</b>		Revision No.: 01
<b>ERFU</b>	CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT		Origin PFE/IDG.: 277
	<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:		Decision 768/2008/EC, annex II
Annex:		
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
	<b>Recreational Craft Sectoral Group</b>		Revision No.: 01
<b>ERFU</b>	CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT		Origin PFE/IDG.: 266
	<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: 2.2		
Annex: I		
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.



<div>RSG</div> <div>ERFU</div>	<b>ENDORSED 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>	ERFU No.: 130 Revision No.: 02  Origin PFE/IDG: 278  Date: <b>2018-02-21</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 10239:2017 EN ISO 14895:2016	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 :

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.

<div>RSG</div> <div>ERFU</div>	<b>ENDORSED 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>	ERFU No.: 132 Revision No.: 01 Origin PFE/IDG.: 284  Date: <b>2018-01-23</b> Page: 1/1

Approved by RSG Committee at the 45<sup>th</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2017-10-19

Question related to		
Directive No.: 2013/53/EU Article: Annex:	Standard:	Other:
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.



RSG	<b>ENDORSED 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>	ERFU No.: 135
		Revision No.: 03
ERFU		Origin PFE/IDG: 289
		Date: <b>2025-04-10</b> Page: 1/1

Approved by RSG Committee at the 44th RSG Committee Meeting

Endorsement 6 September 2016

Standards references updated at the 56<sup>th</sup> RSG Committee Meeting part A

Question related to		
Directive No.: 2013/53/EU Article: Annex: I.A.5.2	Standard: EN ISO 10088:2023	Other:
Key Words: fuel, filler, vent, openings		

**Scenario/Questions:**

EN ISO 10088 requires “ventilation openings” to be more than 400mm from a fuel fill opening and 400mm from a vent fitting.

Is an opening that may be closed (e.g. 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.

RSG	<b>ENDORSED 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>	ERFU No.: 137
		Revision No.: 01
ERFU		Origin PFE/IDG 293
		Date: <b>2017-03-28</b> Page: 1/1

Approved by RSG Committee at the 44th 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.



RSG	<b>ENDORSED 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>	ERFU No.: 138 Revision No.: 02 Origin PFE/IDG: 287
		Date: <b>2018-02-21</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: Annex: I, ER 3.2, V	Standard: EN ISO 12217:2017	Other:
Key Words: Stability assessment for design category A & B, Post Construction Assessment (PCA)		

**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.

In the case of PCA, is it possible to show “equivalent safety” without the use of a stability/righting curve?

**Recommended Solution:**

For category A certification, curves should be used.

For assessment using PCA 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 PCA clause A3.2 and A3.3).

RSG	<b>ENDORSED 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>	ERFU No.: 139 Revision No.: 02 Origin PFE/IDG: 292
		Date: <b>2018-02-21</b> Page: 1/1

Approved by RSG Committee at the 44<sup>th</sup> 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 10239:2017	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).



RSG	<b>ENDORSED 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>	ERFU No.: 140
		Revision No.: 01
ERFU		Origin PFE/IDG: 294
		Date: <b>2017-09-08</b> Page: 1/1

Approved by RSG Committee at 45<sup>th</sup> RSG Committee Meeting

Endorsement 8 September 2017

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.

RSG	<b>ENDORSED 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>	ERFU No.: 143
		Revision No.: 03
ERFU		Origin PFE/IDG: 298
		Date: <b>2022-10-07</b> Page: 1/1

Approved by RSG Committee at 45th RSG Committee Meeting

Endorsement 8 September 2017

Standards references updated at the 53rd RSG Committee Meeting

Question related to		
Directive No.: 2013/53/EU	Standard:	Other:
Article: Annex: I.A.3.6	EN ISO 12217-3:2017, EN ISO 14945:2021, EN ISO 14946:2021	
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 EN ISO 12217-3 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 EN 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 owner’s manual should state that the conditions by which the crew limit may be exceeded.



<div>RSG</div> <div>ERFU</div>	<b>ENDORSED 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>	ERFU No.: 144 Revision No.: 05 Origin PFE/IDG: 299  Date: <b>2025-04-10</b> Page: 1/1

Approved by RSG Committee at the 48th RSG Committee Meeting

Endorsed by RCD Committee on 2020-05-08

Standards references updated at the 53<sup>rd</sup> RSG Committee Meeting

Standards references updated at the 56<sup>th</sup> RSG Committee Meeting part A

Question related to		
Directive No.: 2013/53/EU Article: Annex: I.A.5.2 & Annex II	Standard: EN ISO 10088:2023 EN ISO 7840:2021 EN ISO 8469:2021	Other:
Key Words: Fuel Filling Opening		

**Scenario/Questions:**

- 1) Is CE-marking required for fuel filling openings?
- 2) Are EN ISO 7840 and/or EN ISO 8469 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.

<div>RSG</div> <div>ERFU</div>	<b>ENDORSED 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>	ERFU No.: 145 Revision No.: 01 Origin PFE/IDG.: 301  Date: <b>2018-01-23</b> Page: 1/1

Approved by RSG Committee at 45<sup>th</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2017-10-19

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. The transmission components are not propulsion control systems as defined in ESR A.5.4.1.

NBs are not required to check/calculate/inspect the transmission components of propulsion system.



RSG	<b>ENDORSED 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>	ERFU No.: 146 Revision No.: 01 Origin PFE/IDG.: 302  Date: <b>2018-01-23</b> Page: 1/1

Approved by RSG Committee at 45th RSG Committee Meeting
Endorsed by RCD Committee on 2017-10-19

Question related to		
Directive No.: 2013/53/EU Article: Annex: I, ESR A.4	Standard:	Other: RFU # 114
Key Words: characteristics and size of propulsion engine		

<p><b><u>Scenario/Questions:</u></b></p> <p>Are NBs required to verify the minimum sizing (in terms of power) of engines?</p> <p>Is there a minimum requirement regarding the size (in terms of power) of the propulsion engines?</p>
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<p><b><u>Recommended Solution:</u></b></p> <p>No.</p> <p>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.</p>
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RSG	<b>ENDORSED 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>	ERFU No.: 147 Revision No.: 01 Origin PFE/IDG.: 305  Date: <b>2018-01-23</b> Page: 1/1

Approved by RSG Committee at 45th RSG Committee Meeting
Endorsed by RCD Committee on 2017-10-19

Question related to		
Directive No.: 2013/53/EU Article: Annex: I A 2.2	Standard:	Other:
Key Words: Post-Construction Assessment (PCA), Builder's Plate		

<p><b><u>Scenario/Questions:</u></b></p> <p>RCD 2013/53/EU requires in Annex I in A 2.2 Watercraft builder's plate:</p> <p>"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."</p> <p>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.</p> <p>Must the original Builders plate be removed or marked "invalid"?</p>
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<p><b><u>Recommended Solution:</u></b></p> <p>Yes, because</p> <ol style="list-style-type: none"> <li>The new builders plate may come with different technical content than the original plate</li> <li>The original manufacturer is not anymore the responsible person.</li> </ol>
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RSG	<b>ENDORSED 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>	ERFU No.: 148 Revision No.: 04 Origin PFE/IDG: 308  Date: <b>2025-04-10</b> Page: 1/1
ERFU		

Approved by RSG Committee at the 48th RSG Committee Meeting

Endorsed by RCD Committee on 2020-05-08

Standards references updated at the 56<sup>th</sup> RSG Committee Meeting part A

Question related to		
Directive No.: 2013/53/EU Article: Annex: I A 5.2.2; II (1) and (4)	Standard: EN ISO 8846:2017 EN ISO 10088:2023 EN ISO 21487:2018	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.

RSG	<b>ENDORSED 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>	ERFU No.: 149 Revision No.: 01  Origin PFE/IDG: 300  Date: <b>2018-06-11</b> Page: 1/1
ERFU		

Approved by RSG Committee at the 46<sup>th</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2018-06-11

Question related to		
Directive No.: 2013/53/EU Article: Annex: I.A.5.6	Standard: EN ISO 9094:2017	Other:
Key Words: fire, alarm		

**Scenario/Questions:**

According to section 5 of EN ISO 9094:2017 “a means to alert craft occupants to the outbreak of a fire shall be installed in craft with more than one habitable space”.

- A) Are fire detection devices (e.g. smoke detectors, heat detectors) to be located in all habitable spaces?
- B) Are the alarm devices to be located in every habitable spaces and must they be audible alarms?
- C) Is there a minimum noise level for an audible alarm as would be heard from within an enclosed space?

**Recommended Solution:**

Question A): the fire detection devices shall be installed in accordance with the device manufacturer's instructions in terms of number and location.

Question B): fire detection devices shall provide an audible alarm to comply with the standard. The alarm shall be audible from every habitable space but it is not necessary the alarm devices are installed inside every habitable space.

Question C): audible alarms constructed in accordance with an international standard and fitted according to the manufacturer instructions, would be expected to be audible throughout an accommodation space.







RSG	<b>ENDORSED 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>	ERFU No.: 151 Revision No.: 01 Origin PFE/IDG.: 304  Date: <b>2018-06-08</b> Page: 1/1
ERFU		

Approved by RSG Committee at the 46th RSG Committee Meeting

Endorsed by RCD Committee on 2018-06-08

Question related to		
Directive No.: 2013/53/EU Article: 2. 2(a)(ii) and Article 3.(5) Annex:	Standard: N/A	Other: N/A
Key Words: Electrically driven kayak, propulsion engine		

**Scenario/Questions:**

- (1.) Would a 'sit-on' type of sea kayak/canoe with either a specific provision to be fitted with an electric motor or other similar concepts which use electrically driven 'trolling' style motors for assisted propulsion, be included in the scope of the 2013/53/EU Directive?
- (2.) Would the electrically driven motor be considered as a propulsion engine?

**Recommended Solution:**

- (1.) Yes, if greater than 2.5m in hull length - according to Article 3.(2) Definitions a recreational craft is defined as '*...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.*'  
Only canoes and kayaks which are designed to be propelled solely by human power are specifically excluded under Article 2. 2(a)(ii).
- (2.) No

RSG	<b>ENDORSED 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>	ERFU No.: 152 Revision No.: 02 Origin PFE/IDG.: 306  Date: <b>2022-10-07</b> Page: 1/1
ERFU		

Approved by RSG Committee at the 46th RSG Committee Meeting

Endorsed by RCD Committee on 2018-06-08

Standards references updated at the 53rd RSG Committee Meeting

Question related to		
Directive No.: 2013/53/EU Article: Annex: I, 5.1.1	Standard: EN ISO 9094:2017, ISO 12133:2021	Other:
Key Words: Carbon monoxide detection detectors		

**Scenario/Questions:**

Do the Essential Requirements of RCD 2013/53/EU require the installation of carbon monoxide detection systems?

**Recommended Solution:**

No.

Essential Requirement 5.1.1 of the RCD refers only to the risk of spread of fire and toxic fumes and makes no reference to detection of such.  
EN ISO 9094 requires fire detection but explicitly excludes carbon monoxide detection.  
A manufacturer who wishes to fit a carbon monoxide detector should refer to ISO 12133.



<div>RSG</div> <div>ERFU</div>	<b>ENDORSED 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>	ERFU No.: 153 Revision No.: 03 Origin PFE/IDG: 307  Date: <b>2025-04-10</b> Page: 1/2

Approved by RSG Committee at the 48th RSG Committee Meeting

Endorsed by RCD Committee on 2020-05-08

Standards references updated at the 56<sup>th</sup> RSG Committee Meeting part A

Question related to

Directive No.: 2013/53/EU Article: Annex:	Standard: EN ISO 9094:2017, EN ISO 10088:2023, EN ISO 12217-1:2017, EN ISO 12217-2:2017, EN ISO 12217-3:2017, EN ISO 13590:2018	Other:
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Key Words: Expression “enter the craft” and “enter the interior of the craft”

**Scenario/Questions:**

- 1) Some EN ISO standards make use of the expression “enter the craft”, “enter the “personal watercraft” or “enter the boat”.
- 2) Other EN ISO standards make use of the expression “enter the interior of the craft”.

This is the situation:

- EN ISO 9094 - “enter the interior of the craft” - related to the part of the recreational craft which is not open to the air
- EN ISO 10088 - “entering the craft” - “event in which liquids or fumes enter the interior space of the craft” or as noted in 4.1.8
- EN ISO 12217-1: - “entering the craft” - unclear whether it is related to the part of the recreational craft (but not inflatables or RIBS) which is either open or not open to the air
- EN ISO 12217-2: see part 1
- EN ISO 12217-3: see part 1
- EN ISO 13590 - “entering the personal watercraft” - unclear whether it is related to the part of the PWC which is either open or not open to the air personal watercraft

When does a substance “enter” or “enter the interior” the watercraft?

**Recommended Solution:**

- 1) A substance is “entering the craft”, when it gets to a place within the boundaries of the main dimension of the recreational craft. This may be i.e. the deck, the cockpit or a similar place being permanently open to the atmosphere.
- 2) A substance is “entering the interior of the craft”, when it gets into a place being inside the surface of the watercraft. This may be i.e. the cabin or a similar place not being open to the atmosphere having one or more closing appliances used to cover an opening in the cockpit, hull or superstructures.

This RFU will be withdrawn once ISO TC 188 WGs brings clarity to this.



RSG	<b>ENDORSED 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>	ERFU No.: 154 Revision No.: 02 Origin PFE/IDG: 309  Date: <b>2020-05-08</b> Page: 1/1
ERFU		

Approved by RSG Committee at the 48th RSG Committee Meeting

Endorsed by RCD Committee on 2020-05-08

Question related to		
Directive No.: 2013/53/EU Article: Annex: I, 3.2, 3.3 & 3.5	Standard: EN ISO 6185-3:2018, EN ISO 12217-1:2017	Other:
Key Words: recess, deck, fully enclosed, drainage, stability, RIB		

**Scenario/Questions:**

ISO 6185-3, clause 7.3.1 requires RIBs that are 'fully enclosed' to assess stability using clause 7.3.2 which requires the full application of ISO 12217-1 test option 1 or 2 (including recess size calculation & drainage to ISO 11812). RIBs that are not 'fully enclosed' should apply clause 7.3.2 which, for category C craft, only requires an offset load test (since few, if any RIBs would qualify for the 'heel due to wind action' test).

ISO 6185-3 does not define 'fully enclosed' but ISO 12271-1 defines it as being met if the craft has a 'watertight deck' or an ISO 11812-compliant quick-draining recess. The question is whether a typical RIB arrangement with a deck that is watertight, may be considered as a 'watertight deck' under this definition, or is it a recess?

Note the background complexity: unless the RIB's recess is quick-draining to ISO 11812, then the boat cannot be considered as 'fully enclosed'. This means that a category C RIB would need only comply with the offset load test of ISO 12217-1 and to have a single drain plug to meet the drainage requirements of ISO 6185-3 clause 6.7. This is counter-intuitive as the betterprotected, fully enclosed boat, would need to meet the drainage requirements of ISO 11812 as well as all the stability requirements of ISO 12217-1 option 2.  
If, on the other hand, the deck is considered to be a 'watertight deck' then, every RIB is virtually fully enclosed and must apply all the requirements of ISO 12217-1, but category C RIBs would not need to apply ISO 11812.

**Recommended Solution:**

A typical RIB arrangement has a deck 'recessed' below transom and tubes and thus should be treated as a recess.

RSG	<b>ENDORSED 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>	ERFU No.: 158 Revision No.: 01 Origin PFE/IDG.: 321  Date: <b>2018-06-08</b> Page: 1/1
ERFU		

Approved by RSG Committee at the 46th RSG Committee Meeting

Endorsed by RCD Committee on 2018-06-08

Question related to		
Directive No.: 2013/53/EU Article: 5.6.2 Annex: 1	Standard: EN ISO 9094:2017	Other:
Key Words: fire detection device, fire protection, engine room, fixed and portable system with manual operation.		

**Scenario/Questions:**

In order to allow occupants to reach the nearest fire exit avoiding the hazard to remain trapped, Par. 5 of EN ISO 9094 requires a means to alert craft occupants to the outbreak of a fire.

In craft with at least one habitable space, when engine room is protected with a system with manual operation (whether the installation is fixed or not), are fire detectors to be installed inside the engine room?

**Recommended Solution:**

No, it is not explicitly required.

This RFU will be reconsidered when ISO will bring clarity to this matter.



RSG	<b>ENDORSED 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>	ERFU No.: 159 Revision No.: 1 Origin PFE/IDG 206  Date: <b>2019-10-08</b> Page: 1/1
ERFU		

Approved by RSG Committee at the 47th RSG Committee Meeting

Endorsed by RCD Committee on 8 October 2019

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 EU-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 EU-Type Examination certificates (Module B) and Examination Reports (Module A1) on a default basis as it is not required by the RCD.

Conditions related to the accreditation and/or notification of the body may provide for a limited period of validity of the certificate.

RSG	<b>ENDORSED 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>	ERFU No.: 160 Revision No.: 1 Origin PFE/IDG 328  Date: <b>2019-10-08</b> Page: 1/1
ERFU		

Approved by RSG Committee at the 47th RSG Committee Meeting

Endorsed by RCD Committee on 8 October 2019

Question related to		
Directive No.: 2013/53/EU Article: Annex: II	Standard:	Other:
Key Words: CE-marking of hydraulic hoses for steering		

**Scenario/Questions:**

Annex II (3) requires that steering mechanisms and cable assemblies need to be CE-marked. Do hoses for hydraulic steering systems need to be CE-marked?

**Recommended Solution:**

No, as they cannot be considered as steering mechanism or cable assembly.



RSG	ENDORSED RECOMMENDATION FOR USE Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 2013/53/EU	ERFU No.: 161 Revision No.: 02
		Origin PFE/IDG.: 322
ERFU		Date: 2024-12-20 Page: 1/1

Approved by RSG Committee at the 54<sup>th</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2024-09-30

Question related to		
Directive No.: 2013/53/EU Article: Annex: I, ER 5.6.2	Standard: EN ISO 9094:2017 EN ISO 16315:2016	Other:
Key Words: fire, engine space, fixed extinguishing system, electric motor		

**Scenario/Questions:**

EN ISO 9094, table 2, sets the requirements for extinguishing systems for engine compartments. This refers only to outboard engines and petrol/diesel inboard engines. There is no reference to all-electric boats.

*ER 5.6.2 states:*

*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.

If a boat manufacturer fabricates his/her own fixed system (from an approved cylinder + ducts and nozzles), is there a requirement for this system to be ‘approved’ as described in clause 7.6.2.1 of the standard?

**Recommended Solution:**

Yes, If the boat manufacturer declares to EN ISO 9094 and installs his/her own fixed system, the components should also comply with national requirements where relevant.

Alternative solutions to harmonised standard are permissible.

RSG	ENDORSED RECOMMENDATION FOR USE Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft Directive 2013/53/EU	ERFU No.: 162 Revision No.: 1 Origin PFE/IDG 323
		Date: 2019-10-08 Page: 1/1
ERFU		

Approved by RSG Committee at the 47th RSG Committee Meeting

Endorsed by RCD Committee on 8 October 2019

Question related to		
Directive No.: 2013/53/EU Article: Annex: I	Standard: EN ISO 9094:2017 clause 7.6.5.3	Other:
Key Words: shut-down		

**Scenario/Questions:**

Clause 7.6.5.3, entitled ‘Diesel engine shut-down’ states:

“In fixed systems using gas to protect a space containing a diesel engine there shall be a device, manual or automatic, that shuts down the engine before or during the discharge or activation”.

A regular ignition key/button is a (manual) device that shuts down the engine before or during the discharge or activation. Is an ignition key/button sufficient to meet this requirement?

**Recommended Solution:**

No. The manual activation of the ignition key/button itself is not sufficient. The activation of the extinguisher system may be automatic or manual but either action shall shut down the engine before or during the discharge or activation.



RSG	<b>ENDORSED 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>	ERFU No.: 163 Revision No.: 1 Origin PFE/IDG 324  Date: <b>2019-10-08</b> Page: 1/1
ERFU		

Approved by RSG Committee at the 47th RSG Committee Meeting

Endorsed by RCD Committee on 8 October 2019

Question related to		
Directive No.: 2013/53/EU Article: Annex: I 5.4	Standard:	Other:
Key Words: emergency steering, sterndrive, remote-controlled rudder steering system.		

**Scenario/Questions:**

Clause 5.4.2. Emergency arrangements in the 2013/53/EU Directive states the following:  
*'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.'*

Does a small craft with a single sterndrive installation need to be provided with an emergency means of steering and could the sterndrive leg ever be considered as a type of rudder to steer the craft?

**Recommended Solution:**

No, the sterndrive leg is not a rudder. Therefore the ER for emergency steering does not apply.

RSG	<b>ENDORSED 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>	ERFU No.: 164 Revision No.: 1 Origin PFE/IDG 325  Date: <b>2019-10-08</b> Page: 1/1
ERFU		

Approved by RSG Committee at the 47th RSG Committee Meeting

Endorsed by RCD Committee on 8 October 2019

Question related to		
Directive No.: 2013/53/EU Article: Annex: I.A.5.8	Standard: EN ISO 8099-1:2018	Other:
Key Words: Potable water contamination, sewage water outlet		

**Scenario/Questions:**

ISO8099-1:2018 says in chapter 9.5:

*Pump-out fittings shall be readily accessible, with access for pump-out connections, and located as far as practicable from the fuel tank fill and potable water fittings to reduce the possibility of accidental contamination.*

What is meant by "*as far as practicable*" in this context?

**Recommended Solution:**

Pump-out fittings shall be readily accessible, with access for pump-out connections.

Pump-out fittings shall be placed on the opposite deck side of the water inlet location if this is not possible the deck fittings shall be located so that overflow cannot reach the potable water filler fitting.

This RFU will be withdrawn once the issue is changed by ISO TC 188.



Approved by RSG Committee at the 52nd RSG Committee Meeting

Endorsed by RCD Committee on 2022-05-31

Question related to

Directive No.: 2013/53/EU  
Article: 3 comma 5, 3 comma 8  
Annex:

Standard:  
ISO 16315:2016

Other:

Key Words: Propulsion, Electric Propulsion, Electric Motor

Scenario/Questions:

With reference to ISO 16315:20016 Scope:

*“Scope*

*This International Standard addresses the design and installation of alternating current (AC) and direct current (DC) electrical systems used for the purpose of electrical propulsion and/or electrical hybrid (system with both a rechargeable battery and a fuelled power source) propulsion.”*

And Directive 2013/53/EU Article 3

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

It became necessary to define whether a craft shall be considered "electrical" or not to univocally know when the application of ISO 16315:2016 is legitimate and how to determine total power of the craft that has to be indicated in official documents and Technical Specifications.

First of all, it is necessary to define some of the most common architectures involving mainly an Internal Combustion Engine (ICE), an Electric Motor (M) or Motor/Generator (M/G), an Internal Combustion Genset (ICG) and an Electrical Power Source (PWR) that can be a battery of accumulators, a solar panel array, any other alternative energy electrical source or supercapacitors or a combination of all this equipment.

Other than conventional configuration, we here define as “Hybrid” the solution in which there is mechanical connection between the propeller shaft and both the ICE and the electrical motor, regardless the electrical motor can or cannot act as a generator.

The more common “ICE with Electrical Transmission” mostly known as Diesel-Electric (D/E) is a configuration where the only source of power for propulsion is the ICE.

At the other end, a Full Electric boat is a boat that relies only on electric power source.

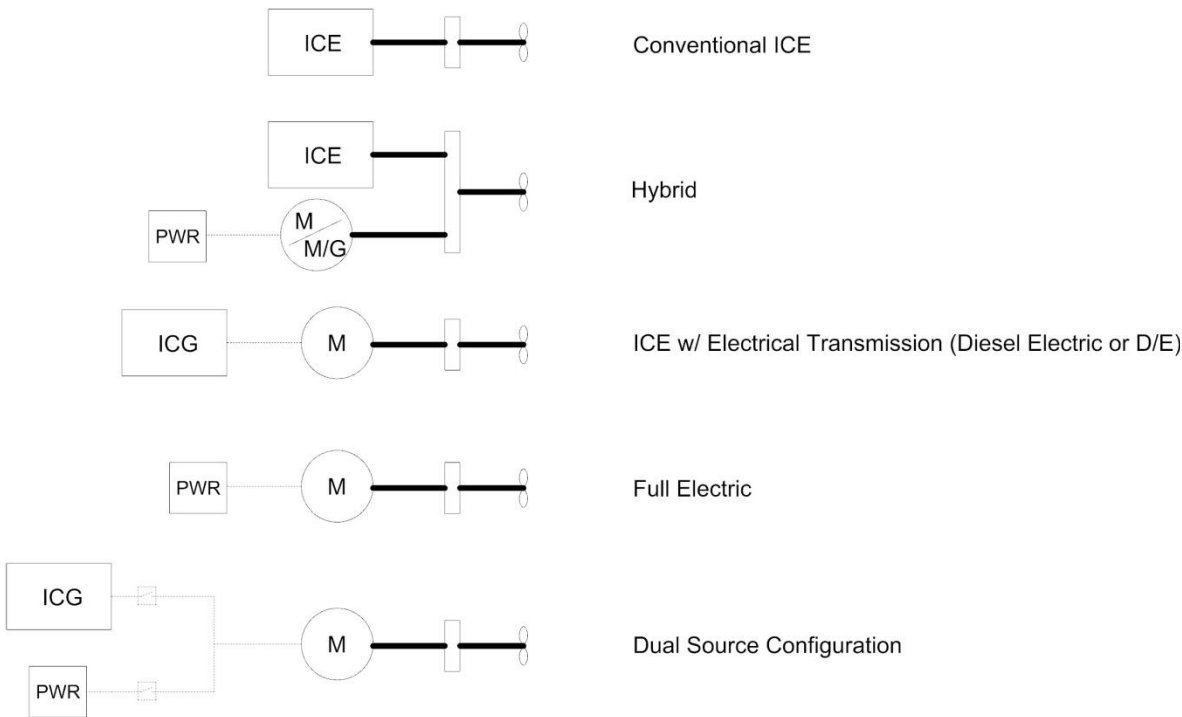
Things became tricky when both the ICE and the PWR provide energy to the electrical motor.

We have, indeed, an intermediate solution with both a ICG and a PWR operating on a power bar with different modalities and in different percentage of load. We can call it Dual Source Configuration.

These different architectures lead to different options in assessing Directive 2013/53/EU Essential Requirements.

In regards of maximum power, our considerations bring to consider only the power of engines or motors mechanically connected to the propeller(s) shaft(s).

While considering what is “electrical propulsion” in order to assess ISO 16315 or not, we must evaluate that this standard may be used every time that an Electrical Motor is mechanically connected to the propeller(s) shaft(s).



Questions:

1 – Can it be considered “electrical propulsion” every time an electric motor is mechanically connected to the propeller(s)?

2 – How total power of craft is to be determined?

Recommended Solution:

1 - Yes

2 - The certificate should state the maximum power that can be delivered to the propeller(s) at any time. It is recommended that the certificate also states the maximum power deliverable to the propeller(s) in electric-only mode.



<div>RSG</div> <div>ERFU</div>	<b>ENDORSED 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>	ERFU No.: 166
		Revision No.: 02
		Origin PFE/IDG.: 329
		Date: <b>2023-06-27</b>
		Page: 1/2

Approved by RSG Committee at the 48<sup>th</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2023-03-06

No endorsement procedure is needed after the update made at the 54th RSG Committee meeting as it consisted only in updating the standard reference.

Question related to		
Directive No.: 2013/53/EU Article: 3(10) Annex: I	Standard: EN ISO 8666:2020	Other:
Key Words: hull length, hydrostatic support		

#### **Scenario/Questions:**

In the EN ISO 8666 definition of hull length, it states:

*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 if they do not act as hydrostatic support when the watercraft is at rest or underway.*

Q1: if the removable part has functional components (e.g. bow roller, mooring/towing points) can it be excluded from hull length?

Q2: If a component has hydrodynamic performance but offers no hydrostatic support, can it be excluded from the hull length?

#### **Recommended Solution:**

A1: Yes. Even if some functional fittings (such as cleats, windlass, fairlead ...) are fixed to a removable part, it remains a "removable part".

Note: the definition in EN ISO 8666 refers to excluded examples of functional fittings such as rudders.

A2(i): Components that have no internal volume (e.g. a trim tab) give no hydrostatic support and are excluded from hull length.

A2(ii): Detachable components that have an internal volume will move the centre of buoyancy of the craft.

If the detachable component can affect the centre of buoyancy of the craft, it is considered to be providing hydrostatic support and thus must be included in hull length.

A2(iii): If, however, the detachable component is open to the sea, there is no internal volume providing buoyancy and thus there is no hydrostatic support, so the component may be excluded from hull length.

Note: internal volume means a space of air or other low density material.

This paper will be withdrawn when EN ISO 8666 will bring clarity to the issue.



RSG	<b>ENDORSED 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>	ERFU No.: 167 Revision No.: 01 Origin PFE/IDG: 331  Date: <b>2020-05-08</b> Page: 1/1

<p>Approved by RSG Committee at the 48th RSG Committee Meeting</p> <p>Endorsed by RCD Committee on 2020-05-08</p>
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Question related to		
Directive No.: 2013/53/EU Article: Annex: I.A ER 3.2	Standard: ISO 12217	Other:
Key Words: Stability, righting curves, GZ curves		

<p><b><u>Scenario/Questions:</u></b></p> <p>In cases where the manufacturer is using an ISO 12217 test option that requires stability curves is it mandatory for the manufacturer to include the stability curves in the technical file submitted to the Notified Body?</p>
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<p><b><u>Recommended Solution:</u></b></p> <p>Yes. It is mandatory for the manufacturer to include the righting/stability curves in the technical file.</p> <p>Note: the Notified Body may produce the righting/stability curves for verification in the assessment but they cannot become part of the manufacturer's technical file.</p>
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RSG	<b>ENDORSED 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>	ERFU No.: 168 Revision No.: 01 Origin PFE/IDG: 332  Date: <b>2020-05-08</b> Page: 1/1

<p>Approved by RSG Committee at the 48th RSG Committee Meeting</p> <p>Endorsed by RCD Committee on 2020-05-08</p>
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Question related to		
Directive No.: 2013/53/EU Article: Annex: I.A ER 3.1	Standard:	Other:
Key Words: Structural calculations		

<p><b><u>Scenario/Questions:</u></b></p> <p>In the case where a manufacturer uses a method or rule for proving the compliance of the structure that requires calculations, is it mandatory to include the calculations in the technical file submitted to the Notified Body?</p>
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<p><b><u>Recommended Solution:</u></b></p> <p>Yes. It is mandatory for the manufacturer to include the calculations in the technical file.</p> <p>Note: the Notified Body may produce calculations for verification in the assessment but they cannot become part of the manufacturer's technical file.</p>
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<div>RSG</div> <div>ERFU</div>	<b>ENDORSED 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>	ERFU No.: 169 Revision No.: 02 Origin PFE/IDG: 333
		Date: <b>2022-05-10</b> Page: 1/1

<p>Approved by RSG Committee at the 48th RSG Committee Meeting</p> <p>Endorsed by RCD Committee on 2020-05-08</p> <p>Standards references updated at the 53rd RSG Committee Meeting</p>
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Question related to		
Directive No.: 2013/53/EU Article: Annex: I.A ER 3.6	Standard: EN ISO 12217, EN ISO 14946:2021, EN ISO 14945:2021	Other:
Key Words: electric motor, battery, maximum load, builder’s plate		

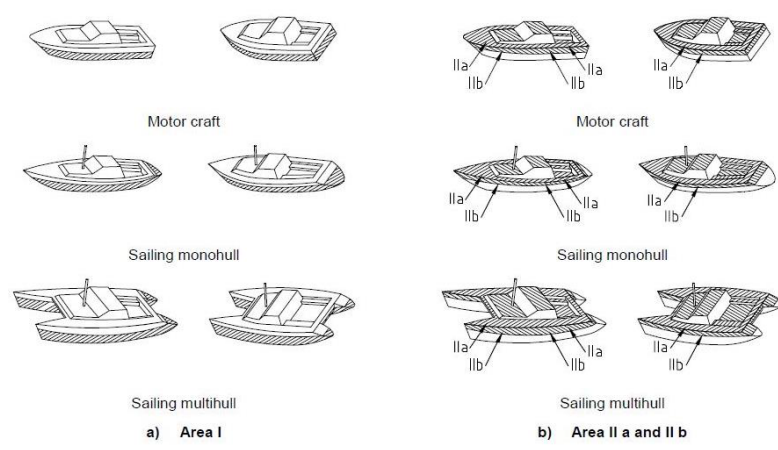
<p><b><u>Scenario/Questions:</u></b></p> <p>Are the electric propulsion motor and battery to be considered as an item of maximum load as displayed on the builder’s plate?</p>
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<p><b><u>Recommended Solution:</u></b></p> <p>An electric motor shall be treated exactly as combustion engines with regards to its weight.</p> <ul style="list-style-type: none"> <li>Batteries that are an integral part of an electric motor shall be considered as a part of the motor.</li> <li>Batteries serving for propulsion only and not connected to any other circuit of the watercraft (including charging) shall be considered as part of the maximum load.</li> </ul> <p>Note: any battery connected to the watercraft’s electrical installation shall be included in the mass of the light craft.</p>
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<div>RSG</div> <div>ERFU</div>	<b>ENDORSED 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>	ERFU No.: 171 Revision No.: 01 Origin PFE/IDG.: 338
		Date: <b>2021-03-18</b> Page: 1/2

<p>Approved by RSG Committee at the 49th RSG Committee Meeting</p> <p>Endorsed by RCD Committee on 2021-02-05</p>
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Question related to		
Directive No.: 2013/53/EU Article: - Annex: 1 ER 3.4	Standard: EN ISO 12216:2018	Other:
Key Words: definition of hull areas, transom		

<p><b><u>Scenario/Questions:</u></b></p> <p>The hull of a pleasure craft is divided into different areas according to the location. According to Par. 3.17.3 of EN ISO 12216:2018, Area II b is defined as:</p> <p><i>“Areas from the hull sides not belonging to Area I”</i></p> <p>Note 1 specifies that:</p> <p><i>“the following areas may be included if they correspond to the definition:</i></p> <ul style="list-style-type: none"> <li><i>transoms of all types of craft;</i></li> <li><i>rear faces of transverse girders of multihulls when located above the waterline.”</i></li> </ul> <p>Examples of the location areas are sketched in Annex II.</p> <div>  <div> <div>Motor craft</div> <div>Sailing monohull</div> <div>Sailing multihull</div> </div> <div> <div>Motor craft</div> <div>Sailing monohull</div> <div>Sailing multihull</div> </div> <div> <div>a) Area I</div> <div>b) Area II a and II b</div> </div> </div> <p>A footnote at the bottom of Annex II states that: <i>“the sketches summarize the different location areas. For dubious cases, the definitions of clause 3 prevail.”</i></p> <p>Is the part above the waterline of the transom of a recreational craft to be considered entirely in Area II b or the transom should be split between Area I and Area II b as if it were one side?</p>
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**Recommended Solution:**

The new version of the ISO standard clarifies the matter.

The transom is split into Area I and Area II b.

When the new version of standard EN ISO 12216:2020 will be harmonised, the RFU will be withdrawn.

<b>RSG</b>	<b>ENDORSED 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>	ERFU No.: 172 Revision No.: 01 Origin PFE/IDG.: 340
		Date: <b>2021-03-18</b> Page: 1/1

Approved by RSG Committee at the 49th RSG Committee Meeting

Endorsed by RCD Committee on 2021-02-05

Question related to		
Directive No.: 2013/53/EU Article: Annex:	Standard: EN ISO 9094:2017 cl. 6.2.3 cl. 7.5.4.1	Other:
Key Words: unobstructed		

**Scenario/Questions:**

The standard EN ISO 9094:2017 uses the word “unobstructed” in several requirements:

- cl. 6.2.3: *Fire exits shall be positioned in an unobstructed and readily accessible location.*
- cl. 7.5.4.1: *There shall be a portable fire extinguisher located:*
  - *within 2 m unobstructed distance from the main helm position;*
  - *o within 2 m from...;*
  - *o within 5 m unobstructed distance from the centre of a bunk measured in the horizontal plane;*
  - *o within 3 m from...*

Question: What is an obstruction?

**Recommended Solution:**

**Obstruction**

Something that prevents you achieving a goal.

A door is not considered as an obstruction.

Related to cl. 7.5.4.1: the distance is to be measured along the path to the portable fire extinguishers and shall be clear from obstructions.

The RFU will be withdrawn when ISO 9094 will address the issue.



<div>RSG</div> <div>ERFU</div>	<b>ENDORSED 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>	ERFU No.: 173 Revision No.: 01 Origin PFE/IDG.: 344
		Date: <b>2021-03-18</b> Page: 1/1

Approved by RSG Committee at the 49th RSG Committee Meeting  Endorsed by RCD Committee on 2021-02-05
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Question related to		
Directive No.: 2013/53/EU Article: Annex:	Standard: EN ISO 12217-1:2017 cl. 6.1.1.6, EN ISO 12217-2 cl. 6.2.1.6 and EN ISO 12217-3 cl. 6.3.1.5	Other:
Key Words: downflooding opening, companionway opening		


<p><b><u>Scenario/Questions:</u></b></p> <p>A recreational craft provides access to an accommodation space from the cockpit of the recreational craft by a companionway opening. The companionway door complies with the applicable requirements of ISO 12216 and ISO 11812.</p> <p>Questions:</p> <p>Shall a companionway opening be considered a downflooding point?</p>
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<p><b><u>Recommended Solution:</u></b></p> <p>In the case that the habitable space has only one companionway, it shall be considered as a downflooding point, regardless of the means of closure.</p> <p>In the case that the habitable space has multiple companionways, at least one shall be considered as a downflooding point. In order to be exempted from being a downflooding point, a companionway shall have a closing mechanism and be labeled in accordance with clause 6.1.1.6 (EN ISO 12217-1), 6.2.1.6 (EN ISO 12217-2) and 6.3.1.5 (EN ISO 12217-3).</p>
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<div>RSG</div> <div>ERFU</div>	<b>ENDORSED 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>	ERFU No.: 174 Revision No.: 01 Origin PFE/IDG.: 346
		Date: <b>2021-07-15</b> Page: 1/2

Approved by RSG Committee at the 50th RSG Committee meeting  Endorsed by RCD Committee on 2021-05-21
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Question related to		
Directive No.: 2013/53/EU Article: Annex: I 2.3 and 2.5	Standard: EN ISO 15085:2003 and its amendments	Other:
Key Words: Handhold, Man-overboard prevention and recovery		

<p><b><u>Scenario/Questions:</u></b></p> <p>According to EN ISO 15085 all non-sailing and sailing boats will need one or more handholds.</p> <p>The standard defines in its chapter 3.14</p> <p><b><i>handhold</i></b>  <i>any part of the boat that may be gripped by hand to reduce the risk of falling overboard, even if it is not its main function</i>  <i>EXAMPLE: Handle, shroud, seat edge, cleat, top of windscreen, steering wheel, foot strap of sailing dinghy.</i></p> <p>The accessories industry offers to the market components as shown below. They consist of a pull-out metal latch, which is connected to its base by a frame permanently mounted to the boat. They may only be intended as retractable cleats for mooring lines, but are also used by boat manufacturers as handholds.</p> <div data-bbox="1961 1211 2490 1612">  </div> <p>Are pull-out devices like the above-shown deemed to be handholds if installed according to the location and strength requirements as per chapter 9 of EN ISO 15085?</p>
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**Recommended Solution:**

No.

All examples given in the definition in EN ISO 15085 are of readily available nature.

Should a boat user lose her/his balance, she/he shall certainly be able to grab every available handhold immediately.

However, if this is buried and must first be pulled or swung out of the boat structure, the user has already fallen to the ground or into the water before she/he could even grab it.

RSG will withdraw this RFU as soon as the ISO TC 188 has revised the standard accordingly.

RSG	<b>ENDORSED 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>	ERFU No.: 175 Revision No.: 01 Origin PFE/IDG.: 350
		Date: <b>2021-07-15</b> Page: 1/2
ERFU		

Approved by RSG Committee at the 51th RSG Committee meeting

Endorsed by RCD Committee on 2021-05-21

Question related to

Directive No.: 2013/53/EU  
Article: 24  
Annex: I A. ER 5.2.2." e/o "II

Standard: EN ISO 21487:2018

Other:

Key Words: Fuel tank, selection of representative samples for testing, metallic and non-metallic

**Scenario/Questions:**

A manufacturer has a range of similar fuel tanks.

1. Do all distinct tanks in the range need to be tested?
2. Do each distinct tank model need its own certificate?

**Recommended Solution:**

1. No. Representative samples through the range, may be tested. (See criteria below for selecting tanks for testing).
2. No. Certificates may list multiple tanks or even define the limitations of a range of tanks. (See criteria for defining a range, below).

**CRITERIA**

- DEFINITION OF A RANGE:
  - Fabricated from the same materials using the same methods
  - Same wall thickness
  - Similar shape and must have the same number of surfaces
  - Configuration, i.e. arrangement and geometric form of stiffeners, cones, recesses and fittings are very similar
  - If baffles are to be fitted, a maximal volume to baffle spacing ratio shall be defined for the family



○ PARAMETERS FOR INCLUSION ON THE CERTIFICATE:

- all the above information of the family, above +
- Model name
- Minimum capacity
- Maximum capacity
- Fuel type
- Test pressure

○ TESTING - Representative tanks to be tested according to EN ISO 21487:

- Pressure & Impulse Tests: the tank with the largest capacity shall be tested
- Fire test: all of the following shall be tested:
  - a. The smallest capacity
  - b. The largest capacity
  - c. Tanks between minimum and maximum capacity at intervals of no more than 33% by volume (calculated with reference to the smaller tank).
- The maximal volume to baffle spacing ratio for the range is the largest ratio of the tested tanks

<div>RSG</div> <div>ERFU</div>	<b>ENDORSED 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>	ERFU No.: 178
		Revision No.: 01
		Origin PFE/IDG.: 348
		Date: <b>2021-10-20</b>
		Page: 1/2

Approved by RSG Committee at the 52nd RSG Committee Meeting

Endorsed by RCD Committee on 2022-05-31

Question related to

Directive No.: Article: Annex:	Standard: scope of EN ISO 12217-1:2017, EN ISO 12217-2:2017 and EN ISO 12217-3:2017	Other:
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Key Words: fishing winch devices; stability

**Scenario/Questions:**

A recreational craft is fitted with at least one fishing, towing, dredging, or lifting device which is either (a) offered as an option by the boat manufacturer or (b) fitted as after sales market product by a retailer and/or a boat owner.

EN ISO 12217-1, -2, -3 says:

“It does not include or evaluate the effects on stability of towing, fishing, dredging or lifting operations, which need to be separately considered if appropriate”.

Questions:

1. In case (a), must the manufacturer and/or a notified body (if involved based on the chosen module), take the effects of using such a device on stability into account for the assessment? Is there any preferred method for the assessment as ISO 12217-1, -2, -3 is not applicable in this case?
2. In case (b) where such a device is fitted by the retailer and/or boat owner, may this alter the watercraft to such an extent that it may not meet the essential requirements 3.2 and 3.3 anymore?

Examples for such devices:

<https://kraftblokk.no/nettbutikk/7-kraftblokker/>

<https://www.biltema.no/fritid/fiske/fisketillbehor/teinehaler-2000040511>



**Recommended Solution:**

1. Yes, the manufacturer and/or a notified body (if involved based on the chosen module) must take the effect on stability of such a device into account in order to comply with the essential requirement of Directive 2013/53/EU.  
For the assessment, the additional heeling moment of the device shall be compared with the righting moment and additional mass must be taken into account. Alternatively, a practical verification of the stability and buoyancy is acceptable.

Yes, if the watercraft is subjected to such major modification after being placed on the market by the manufacturer, the impact on stability and buoyancy may be to such an extent that the essential requirements are not met any longer.

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		Revision No.: 01
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		Date: 2021-10-20
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Approved by RSG Committee at the 52nd RSG Committee Meeting

Endorsed by RCD Committee on 2022-05-31

Question related to

Directive No.: 2013/53/EU

Standard: EN ISO 25197:2020

Other:

Article:

Annex: I, ER 5.4

Key Words: app for steering

**Scenario/Questions:**

Scenario: a smart phone app is part of the steering system that allows to control the steering of a craft by an interface via WIFI and/or Bluetooth.

Questions:

- a) Does the smart phone app fall under RCD as part of the steering system?

How shall the smart phone app be assessed?

**Recommended Solution:**

- a) Yes, according to EN ISO 25197 close 3.1 such an app is a part of an input device of an electronic steering system.  
According to clause 7.1 of EN ISO 25197 such a device can only be used in manoeuvring mode. This shall be noted in the owner's manual.
- b) According to 4.17 of EN ISO 25197 a risk identification/analysis using an established method such as a relevant part of IEC 61508-series shall be carried out.

This sheet will be withdrawn when ISO TC 188 brings clarity to this issue.



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		Revision No.: 01
ERFU		Origin PFE/IDG.: 351
		Date: <b>2023-05-02</b> Page: 1/1

Approved by RSG Committee at the 53<sup>rd</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2023-03-06

Question related to		
Directive No.: 2013/53/EU Article: 26 (2), 3.9 Annex: VI, I B 2.4	Standard:	Other:
Key Words: Noise emission, representative for production, engine family and parent engine		

**Scenario/Questions:**

An engine manufacturer offers a new family of inboard engines to the market. This family has the same engine block and auxiliary systems. In order to obtain a Module A1 CE certificate, noise emission tests have to be carried out with an engine on a specific watercraft in accordance with Annex I.C. In order to do so, the party being responsible for the assessment takes an engine of the family, which is the noisiest engine.

Is this engine "representative for the production" in the sense of the RCD and can the whole family be certified on the basis of this test in A1 according to Annex I.C?

**Recommended Solution:**

Yes.  
This engine can be considered representative for the entire family on this specific watercraft provided that all relevant auxiliar systems remain the same (exhaust system, fundaments of the engines, etc.).

Note: the loudest engine would usually be the model with the highest number of revolutions per minute at the test speed of the watercraft.

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		Revision No.: 01
ERFU		Origin PFE/IDG 352
		Date: <b>2022-10-07</b> Page: 1/1

Approved by RSG Committee at the 52nd RSG Committee Meeting

Endorsed by RCD Committee on 2022-05-31

Question related to		
Directive No.: 2013/53/EU Article: Annex: II(4)	Standard: EN ISO 21487:2018	Other:
Key Words: Fuel tanks, inspection hatch, removable parts		

**Scenario/Questions:**

EN ISO 21487:2018 clause 6.1.3 permits diesel fuel tanks to have fittings below the tank top, if they have "a shut-off valve directly coupled to the tank".

Are the removable parts (e.g. inspection hatches) part of the tank? i.e. is it acceptable for a fuel shut-off valve to be directly coupled to a connection through the (bolted and gasketed) removable parts (e.g. inspection hatches)?

**Recommended Solution:**

Yes.  
The tank cannot retain fuel without the hatch completing its envelope. So, the hatch must be a part of the tank rather than a fitting on the tank.



RSG	<b>ENDORSED 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>	ERFU No.: 182 Revision No.: 01 Origin PFE/IDG 353  Date: <b>2022-10-07</b> Page: 1/1
ERFU		

Approved by RSG Committee at the 52nd RSG Committee Meeting

Endorsed by RCD Committee on 2022-05-31

Question related to		
Directive No.: 2013/53/EU Article: Annex: II(4)	Standard: EN ISO 21487:2018	Other:
Key Words: Fuel tanks, valves, directly coupled		

**Scenario/Questions:**

EN ISO 21487:2018 clause 6.1.3 permits diesel fuel tanks to have fittings below the tank top, if they have “a shut-off valve directly coupled to the tank”.

Is a screwed elbow (shown in the photo below) part of the coupling?



(Note: if the answer is no, the elbow is a separate fitting between tank and valve. This would mean that all elbows would have to be welded to the tank's spigot, to make it a part of the tank. The tank's manufacturer may have supplied the tank off the shelf after a pressure test and further welding by the boat manufacturer introduces unnecessary risk and invalidates the warranty).

**Recommended Solution:**

Yes.  
Couplings do not need to be permanently joined to be a part of the tank.

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ERFU		

Approved by RSG Committee at the 52nd RSG Committee Meeting

Endorsed by RCD Committee on 2022-05-31

Question related to		
Directive No.: 2013/53/EU Article: Annex: I.B.1	Standard:	Other:
Key Words: PWC, jet boat, exhaust emissions		

**Scenario/Questions:**

There are manufacturers who wish to take PWC engines and fit them as an inboard engine in a water-jet boat.

The requirements for PWC engines are different to those for recreational craft engines.

For example: Table 3 of RCD Annex I.B.1 sets two different exhaust emission limits. There are for:

1. Stern-drive and inboard engines, and
2. Outboard engines and PWC engines

Q: are these engines, when in the jet boat, required to be reassessed as inboard engines or can their certification as PWC engines be considered acceptable?

**Recommended Solution:**

An engine certified only for PWC may be fitted to a recreational craft only if it is reassessed to all the requirements applicable to engines installed in recreational craft.



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Approved by RSG Committee at the 53<sup>rd</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2022-30-11

Question related to		
Directive No.: 2013/53/EU	Standard:	Other:
Article:		
Annex: I		
Key Words: modules, Notified Body, identification number		

**Scenario/Questions:**

Which conformity assessment modules require the Notified Body's number to be displayed next to the CE mark?

**Recommended Solution:**

The Notified Body number should be displayed after conformity has been assessed using the following modules:

- A1
- D
- E
- F
- G
- H
- PCA

RSG	<b>ENDORSED 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>	ERFU No.: 185
		Revision No.: 01
ERFU		Origin PFE/IDG.: 345
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Approved by RSG Committee at the 53<sup>rd</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2022-30-11

Question related to		
Directive No.: 2013/53/EU	Standard: EN ISO 12217-1:2017,	Other:
Article:	clause 6.1.1.6	
Annex:	Respectively the similar clauses in ISO 12217-2 and 12217-3.	
Key Words: door, opening appliance, topside opening, downflooding point		

**Scenario/Questions:**

A recreational craft has a door as opening appliance in the topside (see photos of examples below). The term "topsides" as defined by RSG:  
*area between the waterline and the uppermost edge of either the sheerline or bulwark at mLDC condition.*

**Question:**

With reference to the downflooding height, where must this be measured at the door

- at the lowest point of the opening (with the door open), or
- at the lowest point of the upper edge of the door, being part of the topside/coaming?





**Recommended Solution:**

The point of measurement depends on several factors and preconditions.

Assessment option 1 or 2 (fully enclosed):

the flooding point of the door shall be measured at the lowest point of the upper edge of the door, being part of the coaming, regardless of the height of the lowest part of the bottom of the clear opening, provided:

- the door is located in the topside and not leading to the interior of the craft, and
- if the lower part of the door has a drainage slot below the door in combination with a quick-draining cockpit, this corresponds to the exceptions according to 6.1.1.6 b) with regard to the maximum cut-out area or it is provided with a flap, and
- is referenced in the owner's manual as watertight closure to be kept shut when under way, and
- is clearly marked on the inboard side "KEEP SHUT WHEN UNDER WAY" in upper case letters not less than 4,8 mm high.

If one of the above preconditions is not fulfilled, the flooding point of the door shall be measured on the lowest point of the opening (with the door open).

Assessment option 3 or 4 (meeting flotation requirements):

the flooding point of the door shall be measured at the lowest point of the upper edge of the door, being part of the coaming, regardless of the height of the lowest part of the bottom of the clear opening, provided:

- the door is located in the topside not leading to the interior of the craft, and
- complies with EN ISO 12216 according to design category and appliance location area, and
- is referenced in the owner's manual as watertight closure to be kept shut when under way, and
- is clearly marked on the inboard side "KEEP SHUT WHEN UNDER WAY" in upper case letters not less than 4,8 mm high, and

If one of the above preconditions is not fulfilled, the flooding point of the door shall be measured on the lowest point of the opening (with the door open).



<p>Assessment option 5 or 6 (partially protected or any boat except fully enclosed):</p> <p>the flooding point shall be measured at the lowest point of the upper edge of the door, being part of the coaming, provided:</p> <ul style="list-style-type: none"> <li>the lowest part of the door is above 50% of the minimum downflooding height required by clause 6.1.2 above the loaded waterline, and</li> <li>complies with EN ISO 12216 according to design category and appliance location area, and</li> <li>is referenced in the owner's manual as watertight closure to be kept shut when under way, and</li> <li>is clearly marked on the inboard side "KEEP SHUT WHEN UNDER WAY" in upper case letters not less than 4,8 mm high.</li> </ul> <p>If one of the above preconditions is not fulfilled, the flooding point of the door shall be measured on the lowest point of the opening (with the door open).</p> <p>This document will be withdrawn when EN ISO 12217 series addresses the issue.</p>
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<div>RSG</div> <div>ERFU</div>	<b>ENDORSED 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>	ERFU No.: 186 Revision No.: 01  Origin PFE/IDG.: 357  Date: <b>2023-01-13</b> Page: 1/1

<p>Approved by RSG Committee at the 53<sup>rd</sup> RSG Committee Meeting</p> <p>Endorsed by RCD Committee on 2022-11-30</p>
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Question related to		
Directive No.: 2013/53/EU	Standard:	Other:
Article:		IAF ID 12:2015
Annex:		IAF MD 4:2018
Key Words: Remote inspection		

<p><b><u>Scenario/Questions:</u></b></p> <p>Where physical inspection of a product may not be possible due to “force majeure” (for example war, pandemic situations, safety reasons), is it possible to conduct all inspections remotely?</p>
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<p><b><u>Recommended Solution:</u></b></p> <p>Yes, a remote inspection can be carried out by the NB under all modules (except Module PCA), if all the following conditions are fulfilled.</p> <ul style="list-style-type: none"> <li>The NB is already familiar with the manufacturer’s practices and has visited the manufacturer’s production facility at least once.</li> <li>The NB has already certified some product of a similar kind of this manufacturer.</li> <li>The NB and the manufacturer identify the risks and opportunities that may impact the assessment’s effectiveness of Information and Communication Technology (ICT).</li> <li>The NB and the manufacturer agree on ICT which allows evidence of the inspection to be made and documented by the NB.</li> <li>The inspection shall use live image stream with 2-way audio communication with the survey being led by the inspector.</li> <li>The evidence recorded shall be of the same degree of assurance as would be held for a physical inspection.</li> <li>The camera operator is directed in real time by the NB via ICT.</li> <li>The inspector must ensure that the live assessment pertains to the product under survey.</li> <li>Should a measuring device be subject to periodic calibration, the serial number/identification of the device must be captured with the camera during the live stream, so that it can be match with the calibration certificate.</li> </ul> <p>If there should be any difficulties regarding the cooperation of the manufacturer and/or the procedure, the remote inspection shall be aborted.</p> <ul style="list-style-type: none"> <li>The manufacturer shall provide adequate staff to assist the inspection.</li> </ul>
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<div>RSG</div> <div>ERFU</div>	<b>ENDORSED 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>	ERFU No.: 187
		Revision No.: 02
		Origin PFE/IDG.: 361
		Date: <b>2025-04-10</b>
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Approved by RSG Committee at the 54 <sup>th</sup> RSG Committee Meeting
Endorsed by RCD Committee on 2023-11-22
Standards references updated at the 56th RSG Committee Meeting part A

Question related to		
Directive No.: 2013/53/EU Article: 5.6 Fire protection	Standard: EN ISO 9094:2017 EN ISO 10088:2023 EN ISO 11105:2020 EN ISO 21487:2018 EN ISO 8846:2017	Other:
Annex:		
Key Words: Fire protection		

<p><b><u>Scenario/Questions:</u></b></p> <p>The following outboard installation is becoming increasingly common:</p> <div data-bbox="157 1066 468 1474" data-label="Image"> </div> <p>A lot of the time the petrol tank and filter connections are also placed in this same engine closed well, the closed well will thus house the petrol tank, outboard engine and all relevant assembly fittings including filters and hoses. Such an installation thus has all the characteristics of a petrol inboard engine as the compartment is closed during sailing.</p> <p>This raises a safety question regarding the interpretation of EN ISO 9094:2017 clause 7.4.1. This clause exempts outboard engines &lt; 25KW from needing a fire extinguisher (or other fire protection for that matter). This may be a potential fire hazard and in general a dangerous situation, which does not comply with essential requirement 5.6.</p>
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<p><b><u>Recommended Solution:</u></b></p> <p>Solely for the interpretation of EN ISO 9094:2017 article 7.4.1. (firefighting equipment) interpret the installation as described above as a “petrol engine located in an engine box above deck” and require the appropriate fire protection (so: require a fire port or automatic extinguisher to be installed).</p> <ul style="list-style-type: none"> <li>· A watercraft manufacturer fitting an engine in this manner also needs to consider: engine manufacturer’s installation restrictions</li> <li>· ignition protection</li> <li>· fuel hose rating</li> </ul> <p>For the interpretation of EN ISO 11105:2020 (Clause 5) consider the engine in a closed well as a compartment with a permanently installed petrol engine which needs to have a compliant ventilation system.</p>
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 <b>ERFU</b>	<b>ENDORSED 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>	ERFU No.: 188 Revision No.: 01  Origin PFE/IDG.: 362  Date: <b>2023-01-13</b> Page: 1/2

Approved by RSG Committee at the 53<sup>rd</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2022-11-30

Question related to		
Directive No.: 2013/53/EU Article: 2.2 and 3.6 Annex: 1	Standard: EN ISO 14945:2021, EN ISO 14946:2021, EN ISO 12217:2017 Series and ISO 8666:2020	Other:
Key Words: Builder's plate, Maximum load for builder's plate		

#### Scenario/Questions:

EN ISO 14945:2021 Builder's plate and EN ISO 14946:2021 Maximum load capacity are published and in the OJEU. Industry has started to apply these revised documents and the revisions are creating confusion with the 12217 Stability series. Necessary updates have been made to the 12217 series, but the documents are on hold because of a chain of dated reference issues regarding legal certainty for EC.

#### Major changes:

- 14945:2021 and 14946:2021 no longer account for the mass of manufacturer supplied optional equipment and fittings.
- for outboard craft, the weight of the outboard engine is no longer part of the displayed "Maximum load for the builder's plate,  $m_{MBP}$ ".
- These changes to both standards better align with Directive 2013/53/EU, essential requirement 2.2 and 3.6

#### Reason for change:

If a manufacturer installs already the all-possible optional equipment and fittings on a craft, the allowance for this mass is already exhausted. This can lead to overloading the craft if the posted mass on the builder's plate would also include the allowance.

#### Issue:

In the published ISO 12217:2015 worksheets, the "mass for optional equipment and fittings not included in the basic outfit" are part of the maximum load.

On the other hand, in the updated FDIS 12217 worksheets and in ISO 8666:2020, the optional equipment are added in Maximum load condition mass,  $m_{LDC}$ . (not included in the weight displayed on the builder's plate)

The revised 12217 series will be published when dated referenced documents are published (Late 2022)

#### Recommended Solution:

To apply EN ISO 14945:2021 Builder's plate and EN ISO 14946:2021 Maximum load capacity as published:

the "mass for optional equipment and fittings" shall not be included in the displayed maximum load on the builder plate.

Instead, the manufacturer shall include "the allowance for the maximum mass of optional equipment and fittings" in the maximum load condition,  $m_{LDC}$ .

Definition in FDIS 12217 Series and ISO 8666:2020:

#### **maximum load condition**

*boat in the light craft condition with the maximum load added and an allowance for the maximum mass of optional equipment and fittings not included in the manufacturer's basic outfit so as to produce the design trim, the crew being in positions typically used when the boat is under way (e.g., within the cabin, cockpit, deckhouse or wheelhouse) such positions being designated by the builder*

This document will be withdrawn once the ISO 12217 series has been updated accordingly and published.

Note: this paper does not provide the presumption of conformity to EN ISO 14945:2021 Builder's plate and EN ISO 14946:2021 Maximum load capacity.




<div>RSG</div> <div>ERFU</div>	<b>ENDORSED 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>	ERFU No.: 189 Revision No.: 01  Origin PFE/IDG.: 360  Date: <b>2023-01-13</b> Page: 1/2

<p>Approved by RSG Committee at the 53<sup>rd</sup> RSG Committee Meeting</p> <p>Endorsed by RCD Committee on 2022-11-30</p>
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Question related to		
Directive No.: 2013/53/EU Article: Annex: I 3.4, II	Standard: EN ISO 12215-5:2019 EN ISO 12216:2018	Other:
Key Words: Hatch, flybridge		

**Scenario/Questions:**

Watercraft with a flybridge may be equipped with prefabricated hatches as shown below. The flybridge is specified as a part of the working deck with the hatch being closed.



- According to the RCD prefabricated hatches, and port lights are Annex II components of watercraft and are therefore subject to CE certification preferably based on EN ISO 12216:2018.
- However, EN ISO 12216:2018 is not applicable to such a hatch, because the standard covers only appliances that are “critical for the craft's watertightness, i.e. those that could lead to flooding in case of rupture of the plate”.

How to assess such a hatch?

**Recommended Solution:**

Such a hatch shall comply with the strength requirements of the recognized standard (for example EN ISO 12215-5:2019, EN ISO 12216:2018).

This document will be withdrawn once ISO TC 188 has addressed hatches of this type of application and has updated the standard accordingly.



RSG	<b>ENDORSED 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>	ERFU No.: 190
		Revision No.: 01
ERFU		Origin PFE/IDG.: 364
		Date: <b>2023-05-02</b> Page: 1/1

Approved by RSG Committee at the 53<sup>rd</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2023-03-06

Question related to		
Directive No.: 2013/53/EU Article: 2 - Scope, 3 - Definitions, 19 - Applicable conformity assessment procedures, 23 - Post-construction assessment Annex: V - Equivalent conformity based on post-construction assessment (module PCA)	Standard: EN ISO 8666:2020	Other:
Key Words: hull length modification - conformity assessment procedures - post-construction assessment		

#### **Scenario/Questions:**

A vessel with a hull length, measured in accordance with EN ISO 8666, exceeding 24 m does not fall within the scope of the Directive.

As a result of physical modifications commissioned by the owner, the hull length, measured in accordance with EN ISO 8666, becomes less than 24 m. The craft slips therefore within the scope of the Directive and defined as “recreational craft”.

Following this change, what procedure can be applied to verify the essential safety requirements of that recreational craft before putting it into service?

#### **Recommended Solution:**

As stated in article 19 “*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*” the procedure to be applied is the postconstruction assessment (PCA).

RSG	<b>ENDORSED 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>	ERFU No.: 191
		Revision No.: 01
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		Date: <b>2023-05-02</b> Page: 1/1

Approved by RSG Committee at the 53<sup>rd</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2023-03-06

Question related to		
Directive No.: 2013/53/EU Article: 5.1.2 Annex:	Standard: EN ISO 11105:2020	Other:
Key Words: Ventilation, petrol engine, outboard		

#### **Scenario/Questions:**

In EN ISO 11105 a powered ventilation system is required if a compartment has a permanently installed petrol engine. An outboard engine can be permanently installed or fastened by levers. The outboard engines installed in a bun can be designated as permanently installed regardless of size and therefore be required to have powered ventilation?



#### **Recommended Solution:**

If an outboard engine is installed in a bun as showed in the pictures. The compartment must be considered as a ‘compartment containing a permanently installed petrol engine’ and therefore must have a powered ventilation system installed according to EN ISO 11105 Clause 6.



<b>RSG</b>	<b>ENDORSED 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>	ERFU No.: 192 Revision No.: 01
		Origin PFE/IDG.: 368
<b>ERFU</b>		Date: <b>2023-05-02</b> Page: 1/1

Approved by RSG Committee at the 53<sup>rd</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2023-03-06

Question related to		
Directive No.: 2013/53/EU Article: Annex: I.A.5.6.2.	Standard: ISO 9094:2017 ISO/TS 23625:2021	Other:
Key Words: Lithium-based batteries, fire-fighting equipment		

**Scenario/Questions:**

The RCD requires in Annex I.A.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.*

The trend towards using lithium-based batteries on board watercraft continues.

However, there are no fire extinguishing systems (yet) that could extinguish a possible fire caused by these batteries.

What is meant by “fire-fighting equipment” in the sense of the RCD in view of this situation? How to comply with the RCD?

**Recommended Solution:**

Lithium-based batteries catch fire under ambient conditions due to a thermal runaway.

“Fire-fighting equipment” is therefore understood to mean all measures and devices which prevent the battery exceeding safe operating limits as specified by the battery manufacturer.

RSG recommends the application of ISO/TS 23625 as a minimum.

<b>RSG</b>	<b>ENDORSED 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>	ERFU No.: 193 Revision No.: 01
		Origin PFE/IDG.: 367
<b>ERFU</b>		Date: <b>2023-11-22</b> Page: 1/1

Approved by RSG Committee at the 54<sup>th</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2023-11-22

Question related to		
Directive No.: 2013/53/EU (RCD) Article: Annex:	Standard: EN ISO 6185-1:2018	Other:
Key Words: inflatable board, chambers		

**Scenario/Questions:**

An inflatable board (longer than 2.5m) is sold with a small electric motor with handlebar steering such that it is in the scope of the RCD.

Is it required to have a minimum of two chambers?

**Recommended Solution:**

Yes, an inflatable powered-board is considered to be at least a type II inflatable within the scope of EN ISO 6185-1.



RSG	<b>ENDORSED 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>	ERFU No.: 194
		Revision No.: 02
ERFU		Origin PFE/IDG.: 370
		Date: <b>2025-04-10</b>
		Page: 1/1

Approved by RSG Committee at the 54<sup>th</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2024-09-30

Standards references updated at the 56<sup>th</sup> RSG Committee Meeting part A

Question related to

Directive No.: 2013/53/EU  
Article:  
Annex: I, ER 5.3

Standard:  
EN ISO 11105:2020  
EN ISO 9094:2017  
EN ISO 10133:2017  
EN ISO 8846:2017  
EN ISO 13297:2021

Other:

Key Words: Ventilation, batteries

#### **Scenario/Questions:**

The harmonised standards state that no electrical components can be mounted in petrol tank or petrol engine compartments unless they are ignition protected. Is a battery in the scope of EN ISO 8846?

#### **Recommended Solution:**

NO, EN ISO 8846 requires compliance in normal operating conditions. Under such conditions a battery, which has been correctly installed, cannot generate sparks or arcs and does not need to be tested according to clause 3.2 of EN ISO 8846. Therefore it is not a device that requires ignition protection.

Components integrated with or fitted separately to a battery including an active management system may need ignition protection.

RSG	<b>ENDORSED 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>	ERFU No.: 196
		Revision No.: 01
ERFU		Origin PFE/IDG.: 372
		Date: <b>2023-11-22</b>
		Page: 1/2

Approved by RSG Committee at the 54<sup>th</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2023-11-22

Question related to

Directive No.: 2013/53/EU  
Article: 3.1  
Annex:

Standard: EN ISO 6185-4:2018

Other:

Key Words: RIB, structure

#### **Scenario/Questions:**

In the EN ISO 6185-4 there are two clauses (6.4 and 7.15) relating to construction. These clauses are:

##### **“6.4 Transom**

The transom or motor mount and its attachment to the boat shall be designed to comply with ISO 12215-5 and ISO 12215-6 and to withstand, under normal use, the maximum stresses arising from

- the output power and torque of the motor(s), and
- the mass of such motor(s).”

AND

##### **“7.15 Strength of the rigid structure (type test only)**

The strength of the rigid structure shall

- be in conformity with ISO 12215-5, and
- pass the performance tests as defined in ISO 6185-3:2001, 8.3 (in observed significant wave height of 1 200 mm) and ISO 6185-3:2001, 8.5.”

Based on these two clauses a (non-type) RIB which is certified according to module G will ***not*** have to have its rigid structure (excluding its transom) calculated according to the EN ISO 12215. The justification hereto is because the product is not type produced and certified.

If the RIB is a type, and Module B is used, the RIB will need its rigid structure and transom calculated by virtue of being a ‘type’.

Is this interpretation correct?



**Recommended Solution:**

No.

A vessel structure should be equally strong and well calculated in both Module B or G, regardless of whether it is type certified or certification pertains to the individual unit.  
Design calculations must always be performed.

This RFU will be removed when the ISO brings clarity to this issue.

RSG	ENDORSED RECOMMENDATION FOR USE  Recreational Craft Sectoral Group  CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT  Recreational Craft Directive 2013/53/EU	ERFU No.: 197
		Revision No.: 01
ERFU		Origin PFE/IDG.: 374
		Date: 2023-11-22
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Approved by RSG Committee at the 54<sup>th</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2023-11-22

Question related to

Directive No.: 2013/53/EU  
Article: 4  
Annex: I 3.2

Standard: EN ISO 12217-1:2017

Other:

Key Words: Stability, placing on the market, canopy

**Scenario/Questions:**

A manufacturer wishes to assign two design categories, C and B for a recreational craft. Stability requirements in category C are fulfilled. However, in order to fulfill stability requirements in category B, a canopy has to be removed in order to reduce windage area.  
Manufacturer states in the owner's manual that a canopy has to be removed when weather conditions as described for category B are reached (wind force > Beaufort 6 / significant wave height > 2 m).

Can usage of equipment, such as canopy be limited just in the owner's manual in order to reach higher design category?

**Recommended Solution:**

No.

EN ISO 12217-1 in clause 3.3.7 defines windage area as follows: *"projected profile area of hull, superstructures, deckhouses, outboard motors and spars above the waterline at the appropriate loading condition, the boat being upright"*

*Note 1 to entry: Canopies and screens that can be erected when under way in bad weather are included, e.g. cockpit dodgers, pram hoods."*

Even more important fact is that recreational craft has to comply with the essential requirements **when placed on the market or put into service.**



RSG	<b>ENDORSED 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>	ERFU No.: 198
		Revision No.: 01
ERFU		Origin PFE/IDG.: 375
		Date: <b>2023-11-22</b>
		Page: 1/1

Approved by RSG Committee at the 54<sup>th</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2023-11-22

Question related to		
Directive No.: 2013/53/EU (RCD)	Standard: EN ISO 10087:2022	Other:
Article: Annex: 1.A.2.1		
Key Words: Watercraft identification number (WIN), barcode		

**Scenario/Questions:**

A watercraft displays in addition to its properly installed WIN a barcode.  
The information contained in this barcode cannot be visualised with regular scanners.



Is this arrangement acceptable under the RCD and EN ISO 10087?

**Recommended Solution:**

Yes.  
The barcode probably contains some additional information for the benefit of a few stakeholders, but should rather be seen as a graphical addition to a proper WIN not conflicting with EN ISO 10087 and the RCD.

However, this arrangement is not acceptable, if the required duplicate identification number is hidden in the barcode.

RSG	<b>ENDORSED 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>	ERFU No.: 200
		Revision No.: 01
ERFU		Origin PFE/IDG.: 373
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Approved by RSG Committee at the 54<sup>th</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2023-11-22

Question related to		
Directive No.: 2013/53/EU	Standard:	Other:
Article: Annex: I, ESR A.4		
Key Words: Outboard engines, number of engines, maximum power, handling characteristics		

**Scenario/Questions:**

The essential requirement referring to handling characteristics requires that the handling characteristics of the watercraft are satisfactory with the most powerful propulsion engine for which the watercraft is designed and constructed.

Can the manufacturer put on the market and declare the conformity of a model with a different configuration of engines without testing as long as it remains below the overall maximum power rating?

**Recommended Solution:**

No.

It is not guaranteed that by changing the number of engines, while remaining within the overall maximum power value, the handling characteristics remain the same.



RSG	<b>ENDORSED 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>	ERFU No.: 201
		Revision No.: 01
ERFU		Origin PFE/IDG.: 380
		Date: <b>2023-11-22</b>
		Page: 1/2

Approved by RSG Committee at the 54<sup>th</sup> RSG Committee Meeting

Endorsed by RCD Committee on 2023-11-22

Question related to		
Directive No.: 2013/53/EU Article: 3.4 Annex:	Standard: EN ISO 12216:2018 EN ISO 15085:2003/A2:2018	Other:
Key Words: hatch location, area IIa		

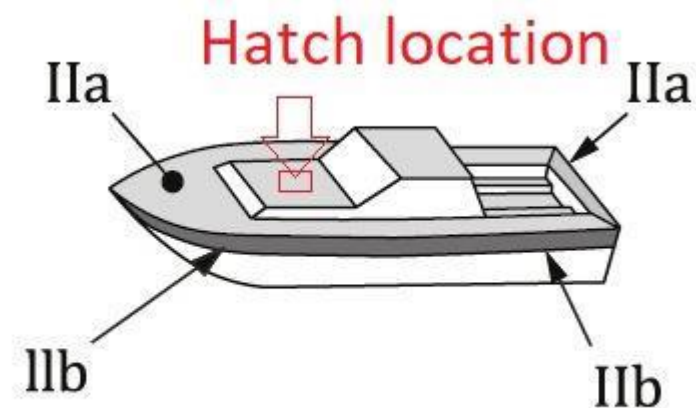
#### **Scenario/Questions:**

A builder has made a hatch which according to the diagram in EN ISO 12216 is in area IIa. However the builder argues that the hatch is area III as:

- the hatch is not on a working deck as described in EN ISO 15085:2003/A2:2018 and as described in the manual AND
- In the owner's manual he has added a warning that people are not allowed to step on the hatch

The builder argues that as these precautions are taken, persons are not liable to walk or step on the hatch and therefore the hatch does not fall under the definition of area IIa in EN ISO 12216.

Is this interpretation correct?



#### **Recommended Solution:**

No. regardless of the warning added in the manual, persons are still liable to step on the hatch as described in the definition for IIa in EN ISO 12216. The hatch is in area IIa.



<div>RSG</div> <div>ERFU</div>	<b>ENDORSED 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>	ERFU No.: 204 Revision No.: 01  Origin PFE/IDG.: 379  Date: <b>2024-12-20</b> Page: 1/1

<p>Approved by RSG Committee at the 55<sup>th</sup> RSG Committee Meeting</p> <p>Endorsed by RCD Committee on 2024-09-30</p>
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Question related to		
Directive No.: 2013/53/EU Article: Annex: I, ER 2.3, ER 3.2, ER 3.3	Standard: EN ISO 15085:2003 EN ISO 12217-series:2017	Other:
Key Words: engine room compartment, man overboard prevention		

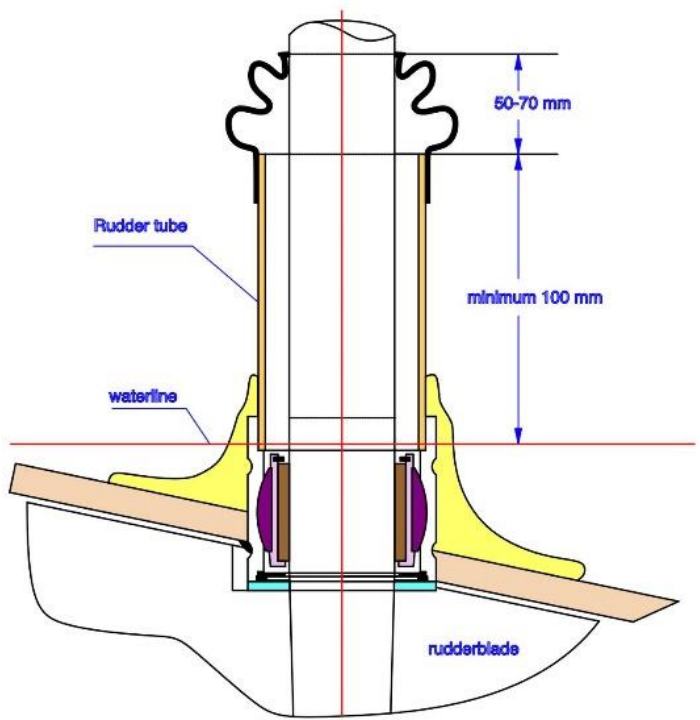
<p><b><u>Scenario/Questions:</u></b></p> <p>According to EN ISO 15085, cl. 4.1, safe access to the engine room compartment shall be provided either via the working deck, the interior of the boat or a combination thereof.  Especially on some catamarans, the access to the engine room is granted through a large hatch at the transom which can only be accessed from the aft end of the bathing platform. Further, theses hatches may be qualified as opening appliance as per EN ISO 12217-2, cl. 6.2.1.6: “Keep shut while under way”.</p> <p>Question 1:  Must such an access point to the engine room be protected as per EN ISO 15085, cl. 6?</p> <p>Question 2:  Can such an access hatch be qualified and marked to be kept shut while under way as per EN ISO 12217-series if this is the only point to enter the engine room compartment?</p>
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<p><b><u>Recommended Solution:</u></b></p> <p><u>Answer to question 1:</u>  Yes, all requirements should be fulfilled, e.g. a high guard-rail for design category A boats.</p> <p><u>Answer to question 2:</u>  The hatch should be closed under way but with the possibility to be used if necessary also while under way. If this hatch is the only access to the engine space, it should satisfy the downflooding height requirement of EN ISO 12217:2017.</p> <p>This RFU will be removed when EN ISO 15085 and EN ISO 12217 bring clarity to this issue.</p>
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<div>RSG</div> <div>ERFU</div>	<b>ENDORSED 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>	ERFU No.: 207 Revision No.: 01 Origin PFE/IDG 384  Date: <b>2025-11-17</b> Page: 1/2

<p>Approved by RSG Committee at the 55th RSG Committee Meeting</p> <p>Endorsed by RCD Committee on 2025-05-15</p>
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Question related to shaft watertight passage through the hull		
Directive No.: RCD 2013/53/EU Article: Annex: I, ER 3.5	Standard:	Other:
Key Words: rudder tube, flooding, stuffing box, watertight passage		

<p><b><u>Scenario/Questions:</u></b></p> <p>Some craft are fitted with rudder tube which the top part is close to the waterline as shown below:</p>  <p style="text-align: center;">Schematic schetch</p> <p>These tubes may be ‘sealed’ by such means as bearings, gaiters and stuffing boxes.</p> <p>Is this arrangement considered to be compliant with Essential Requirement 3.5 which requires a craft to be designed to minimize the risk of flooding?</p>
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**Recommended Solution:**

Yes, if **all the following** conditions are met:

- the top of the tube has to be readily accessible
- the owner's manual must describe a way to restore watertightness in case of failure of the gaiter, a minimum inspection period, a possible emergency intervention method and also the maintenance and inspection instructions
- the top of the rudder tube is not less than 0,01\*Lh (but not less than 100 mm) over the Mldc WL
- the gaiter is secured using 2 hose clamps to the rudder stock and 2 hose clamps to the rudder tube, the gaiter has the thickness according to the manufacturer's indications and is placed in a way to minimize the risk of loss of watertightness. The material shall be able to adapt to the different reciprocal positions of the 2 parts taking into account the amount of cyclical loads.

RSG	ENDORSED RECOMMENDATION FOR USE  Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT  Recreational Craft Directive 2013/53/EU	ERFU No.: 210
		Revision No.: 01 Origin PFE/IDG 398
ERFU		Date: 2025-11-17
		Page: 1/2

Approved by RSG Committee at the 55th RSG Committee Meeting

Endorsed by RCD Committee on 2025-05-15

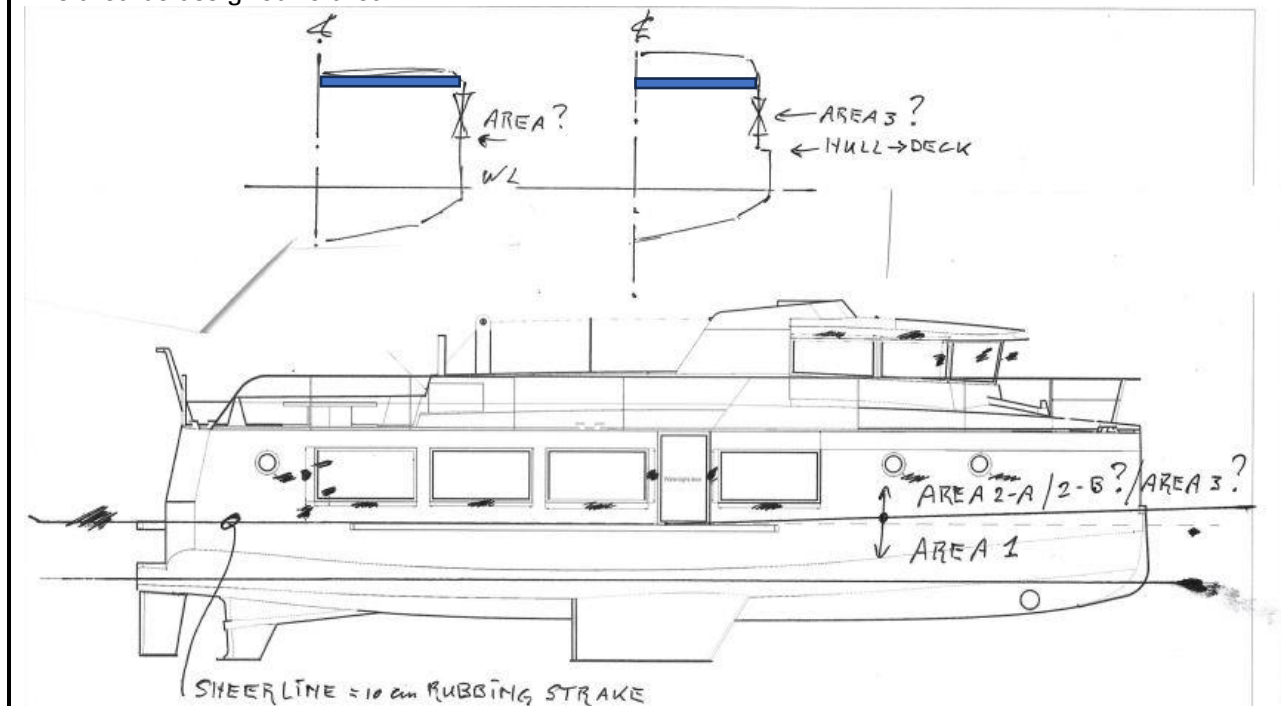
Question related to		
Directive No.: 2013/53/EU	Standard: EN ISO 12215-5:2019	Other:
Article:	EN ISO 12216:2018	
Annex:		
Key Words: area IIB, area III, superstructure		

**Scenario/Questions:**

Below is a drawing of a craft currently under design by an architect.

Top left of this drawing, shows the current designed vessel. The bar shows the weather deck of the vessel. The drawing below this is a side view. In this side view, the black line represents the transition from areas I and IIB.

As above the weather deck, the vessel's side can be seen as the superstructure of the vessel can this area be assigned to area III?





<p><b><u>Recommended Solution:</u></b></p> <p>Yes. As long as the deck is above the <math>Z_{SDT}</math> from EN ISO 12215-5 can be used as a lower limit for Area III. This value is never allowed to be lower than the applicable <math>h_s</math> limit value of EN ISO 12216.</p> <p>This RFU will be deleted when ISO clarifies this issue in ISO 12216.</p>
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<div>RSG</div> <div>ERFU</div>	<b>ENDORSED 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>	ERFU No.: 211 Revision No.: 01 Origin PFE/IDG 382  Date: <b>2025-11-17</b> Page: 1/1

<p>Approved by RSG Committee at the 56th RSG Committee Meeting - Part A</p> <p>Endorsed by RCD Committee on 2025-09-30</p>
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Question related to		
Directive No.: 2013/53/EU Article: Annex:	Standard: EN ISO 10087:2022	Other:
Key Words: WIN, PCA		

<p><b><u>Scenario/Questions:</u></b></p> <p>In the case of <i>Post Construction Assessment</i> (PCA), the boat must be affixed with a new <i>Watercraft Identification Number</i> (WIN) that (a) includes the Notified Body’s registered <i>Manufacturer’s Identification Code</i> (MIC) and (b) reflects the date of certification.</p> <p>If the craft was already displaying a WIN, should the old WIN be removed?</p>
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<p><b><u>Recommended Solution:</u></b></p> <p>No: the traceability to the Notified Body is not harmed by the original WIN remaining onboard.</p> <p>In addition:</p> <ol style="list-style-type: none"> <li>1. Immediately after PCA, all of the boat owner’s documentation (e.g. sale, insurance, registration etc.) will refer to the original WIN. Removing the original WIN may break the link between boat and documentation.</li> <li>2. ISO 10087 requires that removal of a WIN leaves marking. Owners should not be required to harm their boat.</li> </ol>
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