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Committee on the Environment, Public Health and Food Safety

2011/0197(COD)

27.3.2012

AMENDMENTS

2 - 14

Draft opinion
Salvatore Tatarella
(PE480.787v01-00)

recreational craft and personal watercraft

Proposal for a directive
(COM(2011)0456 – C7-0212/2011 – 2011/0197(COD))

AM_Com_LegOpinion

Amendment 2
Matthias Groote

Proposal for a directive
Recital 22

Text proposed by the Commission

(22) Depending on the fuel and power category, the test cycles for engines in marine applications described in the relevant ISO standard should be used.

Amendment

(22) Depending on the fuel and power category, the test cycles for engines in marine applications described in the relevant ISO standard should be used. ***A special test cycle for marine hybrid power installations should be developed for hybrid power installations that have different technical characteristics from standard internal combustion engines.***

Or. de

Amendment 3
Matthias Groote

Proposal for a directive
Recital 26 a (new)

Text proposed by the Commission

Amendment

(26a) Member States should check whether they take effective regionally-specific national measures, such as the introduction or adjustment of speed limits, in order to reduce noise emissions as much as possible.

Or. de

Amendment 4
Matthias Groote

Proposal for a directive
Recital 28

Text proposed by the Commission

(28) ***It is crucial to make clear to manufacturers and users that by*** affixing the CE marking to the product, ***the manufacturer declares that*** the product is in conformity with ***all*** applicable requirements ***and takes full responsibility thereof.***

Amendment

(28) ***By*** affixing the CE marking to the product, ***manufacturers should take full responsibility for*** the product ***being*** in conformity with ***the*** applicable requirements. ***Manufacturers and users must be given more information about this in order to achieve the objectives of CE marking.***

Or. de

Amendment 5
Satu Hassi

Proposal for a directive
Recital 39

Text proposed by the Commission

(39) In order to take into account the progress of technical knowledge and new scientific evidence, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission to amend Section 2 of Part B and Section 1 of Part C of Annex I, with the exception of direct or indirect modifications to exhaust or noise emission values and to the Froude and P/D ratio values, and Annexes V, VII and IX. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level.

Amendment

(39) In order to take into account the progress of technical knowledge and new scientific evidence, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission to amend Section 2 of Part B and Section 1 of Part C of Annex I, with the exception of direct or indirect modifications to exhaust or noise emission values ***with the effect of reducing the level of protection of the environment,*** and to the Froude and P/D ratio values, and Annexes V, VII and IX. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level.

Or. en

Amendment 6
Satu Hassi

Proposal for a directive

Article 2 – paragraph 2 – point a – point xiii

Text proposed by the Commission

(xiii) amphibious craft;

Amendment

(xiii) amphibious craft ***able to operate both on water and dry land;***

Or. en

Amendment 7

Matthias Groote

Proposal for a directive

Article 3 – point 2 a (new)

Text proposed by the Commission

Amendment

2a. “Boat” means a vessel for travel over water propelled by oars, paddles, sails or an engine;

Or. de

Amendment 8

Carl Schlyter, Satu Hassi

Proposal for a directive

Article 5

Text proposed by the Commission

Amendment

The provisions of 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.

The provisions of this Directive shall not prevent Member States from adopting provisions concerning navigation on ***their*** waters for the purpose of protection of the environment, ***including from noise pollution***, the fabric of waterways, and ensuring safety of waterways, provided that those provisions do not require modification to watercraft conforming to this Directive.

Amendment 9
Carl Schlyter, Satu Hassi

Proposal for a directive
Article 5 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

(1a) Member States may restrict the use of personal watercraft to certain areas and hours of day in order to safeguard other competing public interests.

Or. en

Amendment 10
Satu Hassi

Proposal for a directive
Article 21 – paragraph 1 – point b – point ii – indent 1

Text proposed by the Commission

Amendment

– where the harmonised standards relating to points 3.2 and 3.3 of Part A of Annex I are 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);

– where the harmonised standards relating to points 3.2 and 3.3 of Part A of Annex I are complied with: 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);

Or. en

Justification

Reinstates current Directive text. It is not appropriate that a Category C watercraft over 12m could be placed in the market without the design being checked by a notified body.

Amendment 11
Satu Hassi

Proposal for a directive
Article 49 – paragraph 1 – point a

Text proposed by the Commission

(a) point 2 of Part B and point 1 of Part C of Annex I, excluding direct or indirect modifications to exhaust or noise emission values and to the Froude and P/D ratio values;

Amendment

(a) point 2 of Part B and point 1 of Part C of Annex I, excluding direct or indirect modifications to exhaust or noise emission values ***with the effect of reducing the level of protection of the environment***, and to the Froude and P/D ratio values;

Or. en

Amendment 12
Satu Hassi

Proposal for a directive
Annex I – part A – point 2 – point 2.3 – paragraph 1

Text proposed by the Commission

Watercraft shall be designed to minimise the risks of falling overboard and ***to facilitate*** reboarding.

Amendment

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

Or. en

Justification

Design of watercraft should allow for unaided reboarding for safety reasons, particularly important in cold water conditions. The amendment also aligns the text to US existing requirement.

Amendment 13
Satu Hassi

Proposal for a directive

Annex I – part A – point 5 – point 5.8 – paragraph 2

Text proposed by the Commission

Watercraft fitted with toilets shall have holding tanks or water treatment systems.

Amendment

Watercraft fitted with toilets shall have holding tanks or water treatment systems ***connected to each toilet.***

Or. en

Amendment 14

Satu Hassi, Carl Schlyter

Proposal for a directive

Annex I – part C – point 1 – point 1.1 – table

Text proposed by the Commission

Rated Engine Power (single engine) In kW	Maximum Sound Pressure Level = L_{pASmax} In dB
$P_N \leq 10$	67
$10 < P_N \leq 40$	72
$P_N > 40$	75

Amendment

Rated Engine Power (single engine) In kW	Maximum Sound Pressure Level = L_{pASmax} In dB
$P_N \leq 10$	62
$P_N > 10$	67

Or. en

Justification

In accordance with the impact assessment by the Commission, it is possible to reduce by 5 db sound reduction in smaller engines (up to 40 kW) and 8 db in the larger engines. (With the change, the second category requirement becomes equal to the third.)