



Revision of the recreational craft **DIRECTIVE 94/25/EC** **COM (2011) 456 final** **SEC (2011) 958**



European Commission
Enterprise and Industry

Unit G4: Mechanical, Electrical and Telecom Equipment



PRESENTATION OUTLINE

1. Key data of the recreational craft sector
2. Directive 94/25/EC amended by 2003/44/EC
 - Objective, scope
 - Key provisions, design categories
 - Essential requirements
 - Conformity assessment modules
 - Private importer and post construction assessment
3. State of play and revision
 - Commission report COM (2007)/313
 - Exhaust emission requirements
 - Adaptation to NLF
 - Clarification of definitions and scope

1. Key data of recreational craft sector

- Boats in use: 6 millions
- Personal watercrafts (PWCs): 100 thousands
- EU manufacturing total employment: 270.000 people
- EU engine manufacturing employment: 2.300 people
- EU Manufacturing total sales: 9,2 billion €
- Number of boat builders: 2600
- Number of engine manufacturers: 40
- Export oriented (trans-Atlantic trade): export ratio 3:1

2. Directive 94/25/EC: Objective, scope

Objective

- Establishing the internal market for recreational craft
- Harmonise safety and environmental requirements

Scope

- Recreational craft (hull length 2.5 to 24 m)
- Personal watercraft (PWCs)
- Partly completed craft
- Propulsion engines
- [Listed components](#)

Exclusions

- Canoes, kayaks, surfboards
- Historic crafts, racing crafts, experimental crafts
- Submersibles, hydrofoils, air cushion vehicles
- Commercial applications
- Crafts built for own use when not subsequently placed on market

2. Directive 94/25/EC: Key provisions

- New Approach Directive

= only sets the essential requirements, whereas technical details are set in harmonised standards (60 active standards)

- Design categories

(as a function of the risks related wind force and wave height)

- Category A: Ocean
- Category B: Offshore
- Category C: Inshore
- Category D: Sheltered Waters

2. Directive 94/25/EC:

Other key provisions (Directive 2003/44/EC)

- Scope extended to personal watercrafts and propulsion engines
- Introduction of post construction conformity assessment (PCA)
- Environmental requirements: engine pollutant emissions and noise emissions
- Article 2 – further revision according to state of art

2. Directive 94/25/EC: Essential requirements

- **General Requirements:**
hull identification, builder's plate, owner's manual, etc.
- **Integrity and Structural Requirements:**
structure, stability & freeboard, buoyancy and flotation, flooding, maximum recommended load, liferaft stowage, escape, anchoring, mooring & towing
- **Handling Characteristics**
- **Installation Requirements:**
engines and engine spaces, fuel system, electrical system, steering system, gas systems, fire protection, navigation lights & discharge prevention

2. Directive 94/25/EC: Conformity assessment

- Boats below 12 m
→ All Design Categories
Modules A/Aa [\[1\]](#) or other
appropriate modules

- Components (Annex II)
→ Modules B+C, or B+D,
or B+F, or G or H

- Boats above 12 m
→ Design Categories A,B,C
Modules B+C, or B+D, or
B+F, or G or H
→ Design Category D
Module A/Aa [\[1\]](#) or other
appropriate modules

[\[1\]](#) Module Aa applies only to stability, buoyancy and noise emission requirements

2. Directive 94/25/EC: Conformity assessment

- Personal watercrafts:

- Module A / Aa [\[1\]](#)
- Module B+C, B+D, B+E, B+F or G or H

- Exhaust emissions:

- Module B+C, B+D, B+E, B+F, or G or H

- Noise emissions:

- For recreational crafts - Modules A, Aa [\[1\]](#), G or H depending on the type of method
- For personal watercrafts and engines - Modules Aa [\[1\]](#), G or H

[\[1\]](#) Module Aa applies only to stability, buoyancy and noise emission requirements

3. State of play and revision

- ⇒ Stocktaking study (2004)
- ⇒ Impact assessment study (2006)
- ⇒ Commission report COM(2007)313
- ⇒ Complementary Impact assessment study (2008)
- ⇒ Public Consultation (2009) – see Annex II of Impact Assessment

3. State of play and revision:

Main changes

- Clarification of the scope and definitions
- Clarification of post construction assessment
- Alignment of the Directive with the NLF
- New exhaust emission limits
- Alignment with TFEU (Implementing and Delegating Acts)

3. State of play and revision

Clarification of the scope and definitions

Scope

- Only PWCs intended for sports and leisure are included
- Amphibious crafts are excluded
- It is specified that canoes and kayaks designed to be propelled only by hand paddle power are excluded

New definitions specific to the sector

- Craft built for own use
- Private importer

3. State of play and revision

Alignment of the Directive with NLF

The horizontal rules: 2 legal instruments on the marketing of products.

- Regulation (EC) No 765/2008 of the European Parliament and of the Council of 9 July 2008 setting out the requirements for accreditation and market surveillance relating to the marketing of products
- Decision No 768/2008/EC of the European Parliament and of the Council of 9 July 2008 on a common framework for the marketing of products [\[2\]](#)

[\[2\]](#) OJ L 218, 13.8.2008, p. 82

3. State of play and revision: Need for stricter emission limits?

Environmental considerations

- Recreational craft's contribution to total NOx emissions is 0.1%, to total PM emissions 0.01%
- EQS ^[3] : only NOx exceeded in high concentration zones/marinas at peak moments

Other considerations

- More stringent standards in other regions

^[3] Environmental Quality Standards (EQS) are concentrations established by Directive 2008/50/EC setting up the protection level against emissions' exposure

3. State of play and revision:

Policy options for exhaust emissions

- Option 1 - No change
- Option 2 - Stricter exhaust emission limits
- Option 3 - Stricter exhaust emission limits combined with mitigating measures
 - Sub-option 3.1 – Use of a flexibility scheme
 - Sub-option 3.2 – Use of a transitional period
 - Sub-option 3.3 – Use of a transitional period for all engine manufacturers + specific transitional period for SME engine manufacturers placing on the EU market the SI outboard engines ≤ 15 kW.

3. State of play and revision: Net economic impact

Net economic benefit (savings / costs analysis)

	Net benefit (M€)
Option 2	1,9 M€ - 34,1 M€
Sub-option 3.1	4,8 M€ - 34,6 M€
Sub-option 3.2	5,7 M€ - 34,9 M€
Sub-option 3.3	5,7 M€ - 34,8 M€

3. State of play and revision: Net social impact

Comparison of the social impact

	Total job losses for CI engines	Total job losses for SI engines
Option 1	-	-
Option 2	less than 100	less than 100
Sub-option 3.1	less than 10	less than 100
Sub-option 3.2	job losses unlikely	less than 100
Sub-option 3.3	job losses unlikely	job losses unlikely

3. State of play and revision:

Policy options for noise emissions & impact

- Option 1 - No change
 - Option 2 - Stricter noise emission limits
- Noise emitted by boats results from a combination of noise from the engine and the noise from the hull
- Perception of noise is subjective and depends broadly on weather, day/night time, topography, use and speed of boat, boat structure, etc.

3. State of play and revision: Impact of change of noise limits

- Reduction of the engine's noise would only partially contribute to the total noise perceived by the user / bystanders (see table)
 - Reduction of the boat's noise would mean reduction of engine noise and redesigning of the hull.
 - Marginal utility of redesigning of the hull is very low (additional low unit reduction of noise means high additional unit costs)
- **Effective solution of noise reduction is foreseen in RCD proposal – national administrations create tailor-made local limitations on use**

Overall sound reductions that can be obtained from reducing noise from engines

Type of craft	Sound reduction of the engines (in dB)	Total sound reduction obtained (in dB)
Outboard $P_N > 40$ kW	-6 / -8	-3
Outboard $10 < P_N < 40$ kW	-4 / -5	-3
Outboard $P_N < 10$ kW	-4 / -5	-3
PWC $P_N > 40$ kW	-4 -3	-3 -2 / -1

3. State of play and revision:

Preferred policy options for exhaust and noise emissions

Exhaust emissions

- **Sub-option 3.3** - Use of a transitional period for all engine manufacturers + specific transitional period for SME engine manufacturers placing on the EU market the SI outboard engines \leq 15 kW

Noise emissions

- **Option 1** – No change of limits

THANK YOU FOR YOUR ATTENTION !

Find the full version of the IA on CIRCA website:

http://circa.europa.eu/Members/irc/enterprise/rcdscclibrary?l=/proposal_revised/impact_assessmentpdf/_EN_1.0_&a=i

For more information write to the functional mailbox: recreational-craft@ec.europa.eu