

Recreational craft industry: exhaust and noise emissions from boat engines (amend. Directive 94/25/EC)

2000/0262(COD) - 31/10/2001 - Modified legislative proposal

Other than those amendments which simply add clarity to the text, the main amendments which the Commission feels able to accept in full can be summarised as follows: - Provisions for the simplification of noise testing procedures. This amendment introduces an alternative method to demonstrate compliance with the noise provisions, thereby alleviating the compliance cost for small boat builders producing low speed craft. - Changes concerning the distinction of stern drive engines into two categories. - Deletion of the obligation to place a CE mark on personal watercraft engines. Given that these engine form an integral part of the final product, the Commission agrees with the Parliament that it is sufficient to affix the CE mark to the personal watercraft. Those amendments accepted in part or in principle can be summarised as follows: - In terms of exempting craft built for own use from the noise requirements, the Commission can accept this, with the following qualification; " craft built for own use, provided that they are not subsequently placed on the Community market during a period of five years". - Engines subjected to a major overhaul should fall under the scope of the Directive with regard to exhaust emissions when "first placed on the market and/or put into service after the date of entry into force of the present Directive." - Similarly, in terms of noise emissions the Commission accepts in principle the clarification that the proposed Directive applies to products "first placed on the market and/or put into service after the date of entry into force of the present Directive." - The Commission can accept in principle the introduction of a distinction for stern drive engines into two categories, namely those with integral exhaust and those without integral exhaust. - The introduction of a distinction between replacement of the engine, major modification of an engine and major conversion of a craft. Those amendments rejected by the Commission can be summarised as follows: - Deletion of the provisions relating to comitology. The Commission continues to aim for a regulatory Committee to advise the Commission on measures relating to the modification of technical provisions. - The exclusion of steam powered craft from the Directive. - The exemption of engines on craft built for own use from the relevant exhaust emission requirements. The Commission points out that exhaust emission is the responsibility of the engine manufacturer. - A more generic definition of classic engines is rejected by the Commission on the grounds that it is contrary to the intention of the initial proposal to exempt vintage engines of a unique design and fitted to a historical craft only. - The application of more stringent limits in specific inland waters at national level is rejected since this falls under Member State legislation. - More stringent emission limits for ecologically sensitive waters is rejected. - An amendment requiring ignition protected equipment to refer to petrol engines only. - An amendment seeking the exemption for manufacturers of stern drive engines with integral exhausts from affixing the CE mark. - An amendment introducing changes to the definition of boat design category D is rejected. - Removing the allowance of 3dB for twin engines and multiple engine units is similarly rejected on the grounds that the limits foreseen are thought to be technologically achievable for single engine boats.