

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

2000/0262(COD) - 16/06/2003 - Final act

PURPOSE : to harmonise provisions on exhaust and noise emissions from engines intended to be installed on recreational craft. **COMMUNITY MEASURE** : Directive 2003/44/EC of the European Parliament and of the Council amending directive 94/25/EC on the approximation of the laws, regulations and administrative provisions of the Member States relating to recreational craft. **CONTENT** : Certain developments since the adoption of Directive 94/25/ have made it necessary to amend that Directive. The propulsion engines on recreational craft and personal watercraft produce exhaust emissions of carbon monoxide (CO), hydrocarbons (HC), nitrogen oxides (NO_x), noise emissions and particle emissions which affect both human health and the environment. Exhaust emissions produced by the engines of such recreational craft and personal watercraft and noise emissions produced by such craft are also not covered by Directive 94/25/EC. However, there are laws in force in some Member States limiting noise and exhaust emissions from recreational craft and engines in order to protect human health, the environment and, where appropriate, domestic animal health. Those measures differ and are likely to affect the free movement of such products and constitute barriers to trade within the Community. This Directive harmonises national laws in order to abolish such barriers to trade and unfair competition found in the internal market: -the provisions on exhaust and noise emissions laid down in this Directive apply to all engines, whether inboard, outboard or stern drive with or without integral exhaust, and to personal watercraft; -engines undergoing major modifications are included as regards exhaust emissions; -craft with stern drive engines without integral exhausts or inboard propulsion engine installations undergoing major craft conversion are included as regards noise emissions when placed on the Community market within five years following conversion; -maximum authorised levels are laid down for exhaust emissions of carbon monoxide (CO), hydrocarbons (HC), nitrogen oxide (NO_x) and particulate pollutants; -as far as noise emissions are concerned, the maximum levels are broken down as a function of the power of such engines and the number and type of engines on board; -Member States should consider introducing national support measures to encourage the use of synthetic biodegradable lubrication oils to reduce water pollution by recreational craft. The introduction of measures at Community level will be considered during the review of this Directive; -the data certifying conformity to noise and engine emissions must always accompany the recreational craft. Conformity assessment procedures are adopted to ensure the necessary level of protection. The manufacturer must ensure that the products covered by this Directive comply with relevant essential requirements, when they are placed on the market and/or put into service. - as far as exhaust emissions are concerned, all types of engines must bear the CE mark affixed by the manufacturer. There is a prescribed list of exceptions. -as far as noise emissions are concerned, only outboard engines and stern drive engines with integral exhaust must bear the CE mark affixed by the manufacturer; -to ensure the safe use of recreational craft, the Directive clarifies a number of technical issues relating to the essential construction requirements of recreational craft concerning the boat design categories, the maximum recommended load, the craft identification number, the fuel tanks, the fire fighting equipment and the discharge prevention. -there are transitional arrangements enabling certain products complying with the national rules in force on the date of entry into force of this Directive to be placed on the market and/or put into service, **DATE OF TRANSPOSITION** : 30/06/04. **DATE APPLICABLE** : 01/01/05.