

Marine Information Bulletin

CE Certification

Issued 28 April 2008, reviewed 28 September 2010

Purpose

This bulletin has been raised to heighten the awareness of both accredited persons and ship owners on the use of CE certification based on European Union Directive 94/25/EC, as amended by Directive 2003/44/EC, in lieu of standard plan approvals and survey during construction.

The alternatives that Maritime Safety Queensland will accept are outlined in this bulletin. They aim to provide flexibility for imported vessels in a way that is consistent with national standards developed by the National Marine Safety Committee.

Background

The new national standard for the construction of commercial vessels, National Standard for Commercial Vessels part C section 3, has now been completed and is in force around Australia. This new standard describes certain international standards and certificates that may be accepted by a marine authority.

In addition, the National Marine Safety Committee has developed options for the initial survey of smaller commercial vessels which vary the nature and extent of authority verification. These options are set out in table 1 of chapter 3 of the National Standard for the Administration of Marine Safety which was approved by National Marine Safety Committee in August 2009.

Requirements regarding the recognition of European Union conformity assessment for leisure craft — hire and drive vessels, are included in the National Standard for Commercial Vessels part F, section 2, annex E.

These developments have been incorporated in this bulletin.

Alternatives based on National Standard for Commercial Vessels

The following comments explain how the European Union Directive may be applied to ships registration in Queensland.

Directive 94/25/CE is a free trade agreement between European Union member states to promote the free movement and sale of recreational boats.

CE marking does not indicate conformity to a standard, but indicates conformity with the legal requirements of the European Union Directive. The Directive is often applied to small vessels that are imported to Australia.

The Directive 94/25/EC has four boat design categories:

- A — Ocean
- B — Offshore
- C — Inshore
- D — Sheltered waters

The Directive 94/25/EC provides a graded approach to design approval, survey and inspections. It is based on application of various modules. A description of the modules A, Aa, B, C, D, E, F, G, H is enclosed as attachment 1. Each of the modules in the series represents a different level of conformity assessment. These modules are operated either internally by the builder — modules A, C, or under the responsibility of external organisations called notified bodies — modules Aa, B, D, E, F, G, H.

General requirements for all Uniform Shipping Law classes

For a Queensland certificate of registration the following requirements are to be considered:

- Registration applications must be accompanied by Certificates of Compliance for Design, Survey, Stability and Safety Equipment, according to section 65 of *Transport Operations (Marine Safety) Regulation 2004*.
- The accredited persons must be satisfied that the safety of the ship and the ship's seaworthy condition are appropriate for the intended use and area of operation. Design issues that impact on the safety and seaworthiness of the vessel are to be rectified, including handrails height, plastic skin fitting, non-metallic bilge piping in engine room, and so on, before the issue of the certificates of compliance.
- Vessels must comply with relevant Australian electrical standards. Where necessary, electrical equipment and appliances must have an approval from the Queensland Electrical Safety Office or equivalent state body. Approved drawings for low voltage installation are to be provided.
- Vessels of greater length and operational limits than given in tables 1 and 2 will be considered by Maritime Safety Queensland on a case by case basis. Quality management system certification of the builder and approved main drawings and stability data will be required as part of the additional supporting documentation.
- Maritime Safety Queensland will accept the builder self-assessment as listed in Table 1.

- An official translation of any non-English document is required.
- If any further building that may affect safety is carried out on the vessel in Australia, then an Intent to Build must be submitted prior to the work being carried out.
- For general requirements for a Queensland certificate of survey, refer to the Maritime Safety Queensland marine information bulletin entitled Issue of a Certificate of Survey. Also, refer to the document entitled Administrative Protocol for the Mutual Recognition of Vessel Certificates of Survey, which is available from the National Marine Safety Committee website www.nmsc.gov.au under Publications, then Guidance Manuals.
- After 1 October 2010, boats built under this MIB will list this as a non compliance with National Standard for Commercial Vessels, part F (Special Craft), section 2 (Leisure craft).

Uniform Shipping Law Code Class 4 vessels

Maritime Safety Queensland accepts CE certification for this class of service as detailed in table 1.

Table 1

USL Class (Qld Class)	Measured length metres (m)	Minimum CE design category	Minimum CE modules
4E (1F SW, non-powered)	Less than 7.5 m	C	Aa
4E (1F SW)	Less than 16m	C	B + C
4D (1F PSW, non-powered)	Less than 7.5m	B	Aa
4D (1F PSW)	13m or less	B	B + C
	Less than 24m	B	B + D
4C (1F restricted offshore, non-powered)	Less than 7.5m	A	Aa
4C (1F restricted offshore)	13m or less	A	B + C
Note: the CE certification must be provided with each application and with the appropriate certificates of compliance to ensure that Maritime Safety Queensland can correctly identify the vessel.			

Uniform Shipping Law Code Class 1 or 2 vessels

Maritime Safety Queensland accepts the CE declaration of conformity of the builder, in lieu of survey during construction, for the CE Modules and limits mentioned in table two.

In addition to the documentation required for Class 4 (1F) vessels, approved stability calculations and drawings are to be provided for Class 1 and 2 vessels.

Table 2

USL Class	Measured length	Minimum CE design category	Minimum CE modules
2E,3E	Less than 16m	C	A, Aa or C
	Less than 24m	C	D
2D,3D	13 m or less	B	A, Aa, or C
	Less than 24m	B	D
2C,3C	Less than 7.5m	A	A, Aa, or C
	13 m or less	A	D
1D	Less than 7.5m	B	A, Aa, or C
1E	Less than 7.5m	C	A, Aa, or C
Note: the CE certification must be provided with each application, together with the appropriate certificates of compliance, approved drawings and stability calculations.			

Information

For further information about this Marine Information Bulletin, email msgmail@msq.qld.gov.au.

Other Marine Information Bulletins covering various topics relating to the safe operation of ships can be obtained from Maritime Safety Queensland's website www.msq.qld.gov.au and from the following Maritime Safety Queensland regional offices:

Airlie Beach	(07) 4946 2200
Bundaberg	(07) 4131 8500
Cairns	(07) 4052 7400
Gladstone	(07) 4973 1200
Hervey Bay	(07) 4194 9600
Mackay	(07) 4944 3700
Mooloolaba	(07) 5477 8425
Pinkenba	(07) 3860 3500
Southport	(07) 5539 7300
Townsville	(07) 4726 3400

Attachment 1

Module	Title	Description
A	Internal production control	Internal conformity assessment and production control by the manufacturer himself who draws up a written declaration of conformity containing the information given in Annex XV.
Aa	Internal production control plus tests	This is module A, plus tests of stability and buoyancy carried out on the responsibility of the notified body, which issues an examination report.
B	EC type-Examination	Covers EC type examination; the notified body issues an EC type-examination certificate for a representative production sample which is assessed in accordance with the essential safety requirements. This module applies only to the design phase and must be followed up by the manufacturer applying a module providing for assessment in the production phase.
C	Conformity to type	Covers the manufacturers declaration on the basis of conformity to type, approved by the notified body (module B above).
D	Production quality assurance	Generally supplements module B. Derives from quality assurance standard EN ISO 9002 with the notified body responsible for approving and controlling the quality system set up by the manufacturer.
E	Product Quality Assurance	Supplements module B with the notified body assessing the quality system and carrying out audits.
F	Product Verification	Supplements module B. Covers product verification at the production phase, with the involvement of a notified body, which controls conformity to type and issues the certificate of conformity.
G	Unit Verification	Covers unit verification of the design and production of each product controlled by a notified body, which issues a certificate of conformity.
H	Full quality assurance	Derives from the quality assurance standard EN ISO 9001 with the intervention of a notified body responsible for approving and controlling the quality system set up by the manufacturer.