



Notification Number: 2004/233/UK

## The draft Large Commercial Yacht Code of Practice is enforced by The Merchant Shipping Vessels in Commercial Use for Sport or Pleasure Use for Sport or Pleasure) Regulations 1998

Date received : 23/06/2004  
End of Standstill : 24/09/2004  
Issue of comments by : Commission, Germany

### Message

Message 001

Communication from the Commission - SG(2004) D/51263  
Directive 98/34/EC

Notificación - Oznámení - Notifikation - Notifizierung - Teavitamine - Γνωστοποίηση - Notification - Notification - Notifica - Pieteikums - Pranešimas - Bejelentés - Notifika - Kennisgeving - Zawiadomienie - Notificação - Hlášenie-Obvestilo - Ilmoitus - Anmälan : 2004/0233/UK.

No abre el plazo - Nezahtuje odklady - Fristerne indledes ikke - Kein Fristbeginn - Viivituste perioodi ei avata - Καμμία έναρξη προθεσμίας - Does not open the delays - N'ouvre pas de délais - Non fa decorrere la mora - Neietekmē atlikšanu - Atidėjimai nepradedami - Nem nyitja meg a késések - Ma' jiftaħ il-perijodi ta' dawmien - Geen termijnbegin - Nie otwiera opóźnień - Nao inicia o prazo - Neotvorí oneskorenia - Ne uvaja zamud - Määräaika ei ala tästä - Inleder ingen frist.

(MSG: 200401263.EN)

#### 1. Structured Information Line

MSG 001 IND 2004 0233 UK EN 24-09-2004 23-06-2004 UK NOTIF 24-09-2004

#### 2. Member State

United Kingdom

#### 3. Department Responsible

Department of Trade and Industry: Standards and Technical Regulations Directorate

#### 3. Originating Department

Department for Transport



#### **4. Notification Number**

2004/0233/UK – T20T

#### **5. Title**

The draft Large Commercial Yacht Code of Practice is enforced by The Merchant Shipping Vessels in Commercial Use for Sport or Pleasure Use for Sport or Pleasure) Regulations 1998

#### **6. Products Concerned**

The draft Code applies to vessels in commercial use for sport or pleasure that are 24 metres in load line length that do not carry cargo and do not carry more than 12 passengers.

#### **7. Notification Under Another Act**

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#### **8. Main Content**

The draft Code sets out the required standards of safety and pollution prevention appropriate to the size and specific needs of vessels in commercial use for sport or pleasure. The standards adopted are those set out by the relevant international Conventions or equivalent standards where it is not practicable to comply with those Conventions. The United Kingdom has notified the International Maritime Organisation of the Code and its application to pleasure vessels engaged in trade as an equivalent arrangement under the provisions of Article 8 of the International Convention on Load Lines, 1966, Regulation I-5 of the International Convention on Safety of Life at Sea, and Article 9 of the International Convention on Standards of Training Certification and Watchkeeping for Seafarers 1978 as amended.

#### **9. Brief Statement of Grounds**

The Code of Practice for the Safety of Large Commercial Sailing and Motor Vessels was reviewed and revised in 2004 to bring it up to date and reflect the needs of the industry. This Code of Practice (The Large Commercial Yacht Code) has been developed by an international industry wide group.

#### **10. Reference Documents - Basic Texts**

b) 1997/0847/UK

#### **11. Invocation of the Emergency Procedure**

No

#### **12. Grounds for the Emergency**

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#### **13. Confidentiality**

No

#### **14. Fiscal measures**



No

**15. Impact assessment**

No impact assessment is available.

**16. TBT and SPS aspects**

TBT Aspect

No: The draft does not have a significant effect on international trade.

SPS Aspect

No: The draft is not a sanitary or phytosanitary measure in the sense of Annex A of the SPS Agreement.

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European Commission

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