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## **Market Surveillance of Marine Equipment**

**Note to Manufacturers, Shipbuilders, Classification Societies, Shipowners, Ship Operators and Managers, Ships Chandler's, Designers and Marine Consultants, Masters and Officers of Merchant Ships and Skippers of Fishing Vessels.**

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### ***Summary***

This Guidance Note gives advice to those concerned with the purchase and inspection of marine equipment, which is "wheelmarked" as a result of the Marine Equipment Directive. It details what to do if such a piece of equipment is found to be faulty and where to report the information.

The Marine Equipment Directive which entered into force by means of the Merchant Shipping (Marine Equipment) Regulations 1999<sup>1</sup>, require that EU flag ships carry safety and pollution prevention equipment approved by any of the bodies notified for the purpose of the Directive (Notified Bodies). These items of equipment are signified by the use of the "wheelmark".

Market Surveillance has been introduced to allow Member States to monitor their marine equipment markets and check that equipment placed for supply meets the required standards. Market Surveillance does not involve the preproduction type-examination of the product; it only applies to products after they are placed on the market and before they are placed on board a ship.

Sample checking of equipment for supply in the UK **but not yet** placed on board a ship will take place in the following ways:

- By MCA personnel visiting chandlers, marine equipment suppliers and manufacturers storage facilities to inspect the products available, take details of the label or tally plate in particular to note details of the wheelmark, Notified Body identification number, year of application and all testing standards references. They will also make a general inspection of the product.
- By owners, superintendents or masters of vessels reporting to the Maritime and Coastguard Agency any equipment they are offered which they consider does not meet the standards of the Marine Equipment Directive.
- By ships' chandlers or other marine equipment outlets reporting equipment not in compliance with the MED, especially when labels or tally plates are missing or incomplete.

Equipment can be evaluated **after** installation on board a UK ship providing that only operational performance tests required by the international instruments for safety and/or pollution prevention are conducted and do not duplicate the conformity-assessment procedures already carried out. This aspect of market surveillance will be carried out by:

- MCA surveyors undertaking safety surveys or general inspections.
- Owners, superintendents or masters reporting problems with equipment after installation and MCA carrying out follow up inspections.
- Classification Society surveyors conducting safety surveys on behalf of the MCA and reporting their findings to the MCA who will carry out follow up action.

Annexed to this Note, is a form for the aforementioned to complete should they find any failings with wheelmarked equipment in any of the circumstances mentioned. On completion, please send to MCA's **Marine Technology Unit** at the address below.

#### **Marine Technology Unit**

Maritime and Coastguard Agency  
Spring Place, 105 Commercial Road  
Southampton SO15 1EG

Tel: 02380 329 100  
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