

U.S. Department of  
Homeland Security

United States  
Coast Guard



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United States Coast Guard

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COMDTCHANGENOTE 16700.4  
NVIC 02-19  
01 JAN 2021

NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 02-19, CH-1

Subj: CHANGE 1 TO GUIDE TO MARINE EQUIPMENT APPROVALS COVERED BY A  
MUTUAL RECOGNITION AGREEMENT (MRA), NVIC 02-19, COMDTPUB  
16700.4

Ref: (a) Guide to Marine Equipment Approvals Covered by a Mutual Recognition Agreement  
(MRA), NVIC 02-19, COMDTPUB 16700.4

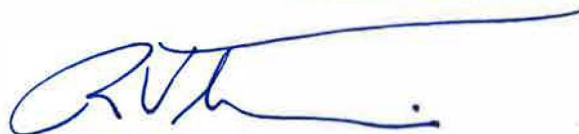
1. PURPOSE. This Commandant Change Notice publishes CH-1 to reference (a).
2. ACTION.
  - a. Officers in Charge, Marine Inspection (OCMI) and the Commanding Officer, Marine Safety Center are encouraged to bring this circular to the attention of the marine industry and other marine interests within their areas of responsibility.
  - b. Coast Guard marine inspectors, Recognized Organizations (RO) acting on behalf of the Coast Guard, and other involved parties are encouraged to review the guidance contained in this Circular when determining if a material, item, or system is "USCG approved".
  - c. Manufacturers seeking, or currently holding, USCG approval are encouraged to review the guidance contained in this Circular to determine if the MRAs will permit their particular product to be approved in accordance with the UK technical regulations, item number indicated in Annex I of Merchant Shipping Notice 1874, as amended and/or the European Directive on Marine Equipment (Council Directive 2014/90/EU as amended on Marine Equipment).
3. DIRECTIVE AFFECTED. With the release of this Commandant Change Notice, reference (a) is updated.
4. DISCUSSION.
  - a. On February 14, 2019, the United States of America (US) signed a mutual recognition agreement (MRA) with the United Kingdom of Great Britain and Northern Ireland (UK) for the Mutual Recognition of Certificates of Conformity for Marine Equipment. This

agreement became effective upon the completion of the UK's transition out of the EU on January 1, 2021. This MRA is parallel to the previously signed MRAs between the US and the European Community (EC), and the US and the European Free Trade Association (EFTA) countries, which are part of the European Economic Area (EEA).

- b. The agreements allow reciprocal approvals to be given by the US and the other Party for certain marine products where it has been found that the approval process is identical or the equipment has equivalent requirements.
  - c. Reference (a) describes how the MRA will work, answers some anticipated questions regarding the process for obtaining approval using the MRA, and how to determine compliance.
  - d. This Commandant Change Notice amends reference (a) to include the newly effective US – UK MRA.
5. DISCLAIMER. This guidance is not a substitute for applicable legal requirements, nor is it itself a regulation. It is not intended to nor does it impose legally-binding requirements on any party. It represents the Coast Guard's current thinking on this topic and is issued for guidance purposes to outline methods of best practice for compliance to the applicable law. You can use an alternative approach if the approach satisfies the requirements of the applicable statutes and regulations.
6. MAJOR CHANGES. This Commandant Change Notice revises reference (a) as follows:
- a. Where reference (a) refers to "EU and EEA EFTA Member State" or "European Member States," it is amended to include the UK.
  - b. Where reference (a) refers to the "two MRAs," it is amended to read "the MRAs."
  - c. Where reference (a) refers to the European Directive on Marine Equipment (Council Directive 2014/90/EC as amended on Marine Equipment), it is amended to include the UK technical regulations, item number indicated in Annex I of Merchant Shipping Notice 1874, as amended.
  - d. Where reference (a) refers to the mark of conformity, it is amended to include the UK "red ensign" as a mark of conformity.
  - e. Where reference (a) refers to Notified Bodies, it is amended to include UK Approved Bodies.
  - f. Reference to the OMB control number for collection of information is added to paragraph 4.0 of Enclosure (1).
  - g. Enclosure (3) is added to include the UK technical regulations for each product covered by the MRA.

7. ENVIRONMENTAL ASPECT AND IMPACT CONSIDERATIONS.

- a. The development of this NVIC and the general policies contained within it have been thoroughly reviewed by the originating office, and are categorically excluded (CE) under current DHS Categorical Exclusion A3 from further environmental analysis, in accordance with Chapter 3 B. and Table 3-1 of the National Environmental Policy Act Implementing Procedures and Policy for Considering Environmental Impacts, COMDTINST 5090.1 (series). Because this NVIC implements, without substantive change, the applicable Commandant Instruction or other federal agency regulations, procedures, manuals, and other guidance documents, Coast Guard categorical exclusion #A3 is appropriate.
  - b. This NVIC will not have any of the following: significant cumulative impacts on the human environment; substantial controversy or substantial change to existing environmental conditions; or inconsistencies with any Federal, State, or local laws or administrative determinations relating to the environment. All future specific actions resulting from the general policies in this NVIC must be individually evaluated for compliance with the National Environmental Policy Act (NEPA), DHS and Coast Guard NEPA policy, and compliance with all other environmental mandates.
8. DISTRIBUTION. No paper distribution will be made of this NVIC. An electronic version will be located at <https://www.dco.uscg.mil/Our-Organization/NVIC/>.
9. PROCEDURE. Reference (a) is superseded by Guide to Marine Equipment Approvals Covered by a Mutual Recognition Agreement, NVIC 02-19, Change 1, COMDTPUB 16700.4
10. RECORDS MANAGEMENT CONSIDERATIONS. This NVIC has been thoroughly reviewed during the directives clearance process, and it has been determined there are no further records scheduling requirements, in accordance with the Federal Records Act (44 U.S.C. 3101 et seq.), NARA requirements, and the Information and Life Cycle Management Manual, COMDTINST M5212.12 (series). This policy does not create significant or substantial change to existing records management requirements.
11. FORMS/REPORTS. None.
12. REQUEST FOR CHANGES. All requests for changes and questions regarding implementation of this NVIC and/or requests for changes should be directed to the contact Life Saving and Fire Safety Division (CG-ENG-4) staff at [TypeApproval@uscg.mil](mailto:TypeApproval@uscg.mil).



R. V. TIMME  
Rear Admiral, U. S. Coast Guard  
Assistant Commandant for Prevention Policy



COMDTPUB P16700.4  
NVIC 02-19  
01 NOV 2019

NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 02-19

Subj: GUIDE TO MARINE EQUIPMENT APPROVALS COVERED BY A MUTUAL  
RECOGNITION AGREEMENT (MRA)

1. PURPOSE.

- a. This document revises Navigation and Vessel Inspection Circular (NVIC) No. 02-19 and provides guidance on the parallel agreements the United States of America (US) has with the United Kingdom of Great Britain and Northern Ireland (UK), the European Community (EC) and with the European Free Trade Association (EFTA) countries which are part of the European Economic Area (EEA) on the Mutual Recognition of Certificates of Conformity for Marine Equipment as allowed by Title 46 Code of Federal Regulation (CFR) subpart 159.003.
- b. The objectives of the mutual recognition agreements (MRAs) are to facilitate US – UK, US - EC and US – EEA EFTA trade in marine equipment and to promote bilateral cooperation on international marine equipment regulations. The agreements allow a manufacturer to reach the US, UK, and European (EC and EEA EFTA Member States) markets on the basis of demonstrating compliance with one set of regulatory requirements. This can directly lead to a reduction of costs for manufacturers in terms of testing and certification.
- c. The agreements are commonly referred to as the “MRA on marine equipment” and are simply referred to as the “MRAs” in this Navigation and Vessel Inspection Circular. The mutual recognition agreement between the US and the UK was signed on February 14, 2019 and became effective on January 1, 2021. The mutual recognition agreement between the US and the EC was signed on February 27, 2004 and became effective on July 1, 2004. The mutual recognition agreement between the US and Norway, Iceland

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## NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 02-19

and Liechtenstein, which represent the EEA EFTA Member States, was signed on October 17, 2005, and became effective on March 1, 2006. The European regulations governing marine equipment were updated in 2014, and as a result, these agreements were updated. The updated agreements became effective on February 18, 2019, and February 22, 2019, respectively. The updated agreements with the EC, signed by the European Union (EU), and EFTA also expanded the types of equipment covered under the MRA.

- d. This circular describes how the MRA will work, answers some anticipated questions regarding the process for obtaining approval using the MRA, and how to determine compliance.

### 2. ACTION.

- a. Officers in Charge, Marine Inspections (OCMI) and the Commanding Officer, Marine Safety Center are encouraged to bring this circular to the attention of the marine industry and other marine interests within their areas of responsibility.
- b. Coast Guard marine inspectors, Recognized Organizations (RO) acting on behalf of the Coast Guard, and other involved parties are encouraged to review the guidance contained in this Circular when determining if a material, item, or system is “USCG approved”.
- c. Manufacturers seeking, or currently holding, USCG approval are encouraged to review the guidance contained in this Circular to determine if the MRAs will permit their particular product to be approved in accordance with the UK technical regulations, item number indicated in Annex I of Merchant Shipping Notice 1874, as amended and/or the European Directive on Marine Equipment (Council Directive 2014/90/EU as amended on Marine Equipment).

3. DIRECTIVE AFFECTED. NVIC 08-04, Change 1 is cancelled.

### 4. BACKGROUND.

- a. In December 1998, the United States Trade Representative (USTR) proposed to the European Commission the negotiation of an MRA on marine equipment under the Transatlantic Economic Partnership and in February 2004, the United States and the EEA EFTA States (Norway, Iceland and Liechtenstein) initiated negotiations on a MRA to parallel the 1998 US - EC MRA. The Lifesaving and Fire Safety Division (CG-ENG-4) worked in close cooperation with USTR to develop the MRA product scope based on a detailed product-by-product review of the US and EC marine equipment requirements. Many of the US, EFTA and EC marine equipment requirements are based on standards and testing specified by the Safety of Life At Sea Convention (SOLAS). Only products having identical or equivalent requirements in each market were included in the scope of the agreement.
- b. Since the genesis of the MRAs, the regulatory landscape has changed. A new Marine Equipment Directive (MED) became effective September 2016, repealing the previous

Directive. New Coast Guard regulations and policies have harmonized many approvals with international instruments. Based on years of continued experience with the Agreements and the increased regulatory alignment, additional navigation equipment, position indicating lights, structural fire protection for high speed craft, and other miscellaneous items were identified to include in these updated agreements.

- c. On February 14, 2019, the US signed a MRA with the UK for the Mutual Recognition of Certificates of Conformity for Marine Equipment. This MRA is parallel to the previously signed US - EC MRA and the US – EEA EFTA MRA. The UK exited the EU on January 31, 2020. This agreement became effective after the transition out of the EU was complete, on January 1, 2021.
- d. Additionally, 46 CFR Subchapter Q was updated to codify the procedures for obtaining USCG approval under the MRAs in 46 CFR subpart 159.003. Sections 159.003–3 and 159.003–5 of this subpart specify that the Coast Guard can accept foreign approvals under the MRAs and may issue approvals under the MRAs.

5. DISCUSSION.

- a. The agreements allow reciprocal approvals to be given by the US, UK and European Member States for certain marine products where it has been found that the approval process is identical or equivalent. Manufacturers will be able to obtain USCG approval, UK approval and/or European approval through one review process.
- b. For example, a manufacturer having a USCG approval for a hand flare distress signal is eligible to obtain UK approval and European approval without further testing. In this case, the manufacturer would make application to the Coast Guard. The Coast Guard would authorize the use of the UK mark of conformity (red ensign) and the European mark of conformity (wheelmark) based on the MRA and update the certificate of approval. The manufacturer will then be able to sell the product in the UK and European Member States.
- c. Conversely, manufacturers currently having the “red ensign” or “wheelmark” can obtain USCG approval on eligible products by making application to the appropriate UK Approval Body or European Notified Body. The UK Approval Body or European Notified Body will authorize the use of a USCG approval number (slightly modified for distinction) and update their approval certificate. Manufacturers who obtain USCG approval through the MRA will have their products design and production evaluated by a UK Approval Body or European Notified Body. This process is similar to the USCG approval process. Additionally, the UK technical regulations and the MED require the UK and European Member States to establish and maintain a Market Surveillance program to identify and mitigate non-conformities in marine equipment. The Market Surveillance Authorities meet biannually to coordinate efforts and share product information. CG-ENG actively participates in this process. Enclosure (1) provides a more detailed description of the approval process.

- d. The product scope of the MRAs includes 69 products in three categories: lifesaving, fire protection, and navigational equipment. Enclosures (2) and (3) provide a reference table with the USCG approval category and relevant MED or UK item number. Some marine products requiring approval were not included because equivalence could not be determined; therefore, products will not be accepted as “USCG approved” simply based on UK approval markings (i.e., the red ensign) or European approval markings (i.e., the wheelmark).
  - e. Manufacturers who obtain UK and/or European approval through the Coast Guard need to provide a declaration of conformity for the product in compliance with the UK technical regulations and/or the MED. Manufacturers should review the current UK and/or EC declaration of conformity requirements.
  - f. Manufacturers that receive approval from the Coast Guard for their product under the MRAs will affix a red ensign, wheelmark, and USCG Approval number to their product. The red ensign indicates that the product has obtained approval under the US - UK MRA. The wheelmark indicates that the product has obtained approval under the US - EC MRA and the US – EEA EFTA MRA.
  - g. The MRAs do not change the requirements of vessel owners and operators to use USCG approved equipment where required on US flag vessels. However, they do allow vessel owners and operators to purchase and install equipment that has been approved (issued a red ensign and/or wheelmark and a USCG Approval number) under the requirements of the MRAs by a UK Approval Body, or a European Notified Body. OCMI and ROs acting on behalf of the Coast Guard will continue to require USCG approval where required by the applicable regulations.
  - h. Should a product be found to not comply with the applicable standards or can pose an imminent danger to health, safety or the environment, the MRAs have a provision for a two-way alert system, which will be used to pass information quickly on such products and initiate corrective action.
6. DISCLAIMER. This guidance is not a substitute for applicable legal requirements, nor is it itself a regulation. It is not intended to nor does it impose legally-binding requirements on any party. It represents the Coast Guard’s current thinking on this topic and is issued for guidance purposes to outline methods of best practice for compliance to the applicable law. You can use an alternative approach if the approach satisfies the requirements of the applicable statutes and regulations.
7. ENVIRONMENTAL ASPECT AND IMPACT CONSIDERATIONS.
- a. The development of this NVIC and the general policies contained within it have been thoroughly reviewed by the originating office, and are categorically excluded (CE) under current DHS Categorical Exclusion A3 from further environmental analysis, in accordance with Chapter 3 B. and Table3-1 of the National Environmental Policy Act Implementing Procedures and Policy for Considering Environmental Impacts, COMDTINST 5090.1 (series). Because this NVIC implements, without substantive

change, the applicable Commandant Instruction or other federal agency regulations, procedures, manuals, and other guidance documents, Coast Guard categorical exclusion #A3 is appropriate.

- b. This NVIC will not have any of the following: significant cumulative impacts on the human environment; substantial controversy or substantial change to existing environmental conditions; or inconsistencies with any Federal, State, or local laws or administrative determinations relating to the environment. All future specific actions resulting from the general policies in this NVIC must be individually evaluated for compliance with the National Environmental Policy Act (NEPA), DHS and Coast Guard NEPA policy, and compliance with all other environmental mandates.
8. DISTRIBUTION. No paper distribution will be made of this NVIC. An electronic version will be located at <https://www.dco.uscg.mil/Our-Organization/NVIC/>.
9. RECORDS MANAGEMENT CONSIDERATIONS. This NVIC has been thoroughly reviewed during the directives clearance process, and it has been determined there are no further records scheduling requirements, in accordance with the Federal Records Act (44 U.S.C. 3101 et seq.), NARA requirements, and the Information and Life Cycle Management Manual, COMDTINST M5212.12 (series). This policy does not create significant or substantial change to existing records management requirements.
10. FORMS/REPORTS. None.
11. REQUEST FOR CHANGES. All requests for changes and questions regarding implementation of this NVIC and/or requests for changes should be directed to the contact Life Saving and Fire Safety Division (CG-ENG-4) staff at [TypeApproval@uscg.mil](mailto:TypeApproval@uscg.mil).

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R. V. TIMME

Rear Admiral, U.S. Coast Guard

Assistant Commandant for Prevention Policy

- Encl: (1) Guide to Mutual Recognition Agreement  
(2) Product Scope with USCG Approval Categories: US/EC and US/EEA EFTA MRAs  
(3) Product Scope with USCG Approval Categories: US/UK MRA





## **Guide to US – UK, US – EC and US – EEA EFTA Mutual Recognition Agreements (MRA)**

### **1.0 Introduction**

The United States (US) agreements with United Kingdom of Great Britain and Northern Ireland (UK), the European Community (EC) and the European Economic Area (EEA) of the European Free Trade Association (EFTA) agreement aim to simplify matters for manufacturers that wish to have both U.S. Coast Guard (USCG) approval, UK certificate of conformity and the European certificates of conformity (see definition). The Mutual Recognition Agreements on Marine Equipment are a result of a 7-year cooperative effort that recognizes the importance of facilitating US - European trade in marine equipment and promoting bilateral cooperation on international marine equipment regulations. With the experience gained with the MRAs and the increased regulatory alignment, the categories of equipment covered by the initial MRAs was expanded from 43 product categories to 69 product categories. The MRAs allow a manufacturer to reach multiple markets on the basis of compliance with one set of regulatory requirements instead of multiple ones, as would be the case without the MRAs.

### **1.1 MRA Terms & Definitions**

**Administration:** the Government of the State whose flag the ship is entitled to fly.

**Certificate of Conformity:** the document or documents issued by a Conformity Assessment Body of a Party certifying that a product fulfills the relevant legislative, regulatory and administrative requirements of that Party. In the U.S., this is the Certificate of Approval issued by the United States Coast Guard. In the UK, they are the certificates, approvals and declarations required under the Merchant Shipping (Marine Equipment) Regulations 2016 as amended. In the EC and in EFTA states, they are the certificates, approvals and declarations required by Directive 2014/90/EU and Implementing Regulation 2017/306.

**Conformity Assessment Body:** means a legal entity, whether a Regulatory Authority or another body, public or private, that has the authority to issue Certificates of Conformity under a Party's domestic laws and regulations. Specifically:

- 1) The Approval Bodies designated by the UK under the Merchant Shipping (Marine Equipment) Regulations 2016 as amended. \_\_\_\_\_
- 2) The Notified Bodies designated by the EC Member States under Directive 2014/90/EU;
- 3) The Notified Bodies designated by the EEA EFTA Member States under Directive 2014/90/EU;
- 4) The U.S. Coast Guard.

**Declaration of Conformity:** a descriptive document issued by the manufacturer under the MED system and provided to the customer.

**Equivalence of technical regulations:** means that the technical regulations of the Parties related to a specific product are sufficiently comparable to ensure that the objectives of each

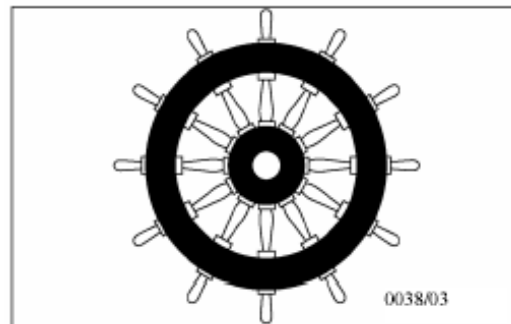
Parties' respective regulations are fulfilled. Equivalence of technical regulations does not mean that the respective technical regulations are identical.

**Marine Equipment Directive:** Council Directive 2014/90/EU of 23 July 2014 on marine equipment, as amended. Commonly referred to as the **MED**.

**MarED:** the coordination group for the Notified Bodies assigned by the Member States to carry out the conformity evaluation procedures referred to in the Marine Equipment Directive.

**UKAB:** the co-ordination group for the UK Approved Bodies assigned by the UK to carry out the conformity evaluation procedures referred to in the Merchant Shipping (Marine Equipment) Regulations 2016, as amended.

**Mark of Conformity:** also commonly referred to as the “red ensign” (UK) or “Wheelmark” (EU) is a marking affixed to products approved by the USCG, UK Approved Body, or an EC or EEA EFTA (European) Notified Body under the MRA as an indication of compliance with the UK technical regulations or Marine Equipment Directive (MED), as applicable. Mark includes the four digit notified body number and two digits indicating the year that the mark was affixed to the product.



**Notified Body:** a body authorized by the competent national administration of a Member State to carry out work in accordance with the MED. Under the MRAs the USCG is considered a Notified Body.

**Approved body:** a body authorized by the UK to carry out work in accordance with the Merchant Shipping (Marine Equipment) Regulations 2016, as amended. Under the MRAs the USCG is considered an Approved body.

**Notified Body number:** is a unique four-digit identifier issued to each notified body. The number is included as part of the MED “Mark of Conformity.” The USCG Notified Body Number is 1408.

**Approved body number:** is a unique four-digit identifier issued to each approved body. The number is included as part of the UK “Mark of Conformity.” The USCG Approved Body Number is 1408.

**International instrument:** means the relevant international conventions, resolutions and circulars of the International Maritime Organization (IMO), and the relevant testing standards. (for example, FTP Code, LSA Code).

**Regulatory authority:** means a government agency or entity that has the authority to issue regulations regarding issues related to safety at sea and prevention of marine pollution, that exercises a legal right to control the use, installation, or sale of marine equipment within a Party's jurisdiction, and that may take enforcement action to ensure that products marketed within its jurisdiction comply with applicable legal requirements. The Parties' respective Regulatory Authorities are identified in Annex III of the MRAs.

**Technical regulations:** comprise the mandatory product requirements, testing and performance standards and conformity evaluation procedures laid down in the legislative, regulatory and administrative provisions of the Parties related to marine equipment, as well as any applicable guidelines for their application.

**The Parties:** the United States of America, the United Kingdom, the European Community Member States and European Economic Area European Free Trade Association Member States.

## 1.2 Benefits of the MRAs

The current product scope of the MRAs includes 69 products in three main categories: lifesaving equipment (for example, visual distress signals, marine evacuation systems); fire protection equipment (for example, fire doors, insulation); and navigational equipment (for example, compasses, GPS equipment, echo-sounding equipment). The MRAs allow a manufacturer to reach multiple markets on the basis of compliance with one set of regulatory requirements. This can directly lead to a reduction of costs for manufacturers for testing and certification, and provide ship owners, builders, and operators with a wider selection of equipment providing more flexibility when designing, building, and operating their vessels. The agreement also contemplates expanding the product scope in the future for items where it can be agreed that the requirements are equivalent.

## 1.3 Gaining Approval via the MRA

The specific regulatory authority for the Coast Guard to accept foreign approved equipment is Subpart 159.003 of 46 CFR. This sets out the procedures for the Coast Guard to approve equipment via the MRAs. The complete listing of eligible products are contained in Annex II of the MRAs (see <https://www.dco.uscg.mil/CG-ENG-4/MRA/>). Additionally, Enclosures (2) and (3) provide the product scope of these MRAs and the associated USCG Approval Categories.

The following table is intended to help manufacturers understand the various scenarios when seeking approval via the MRA:

Scenario		Gaining Approval via the MRAs
<p>Manufacturer currently holds a UK or European mark of conformity for an item covered by the MRAs (that is, an item listed in Annex II of MRAs) but does not have USCG approval.</p>	→	<p>If manufacturer wishes to have USCG approval, then application should be made to the notified body that issued the relevant certificates authorizing a UK or European mark of conformity.</p>
<p>Manufacturer currently has USCG approval for an item covered by the MRAs (that is, an item listed in Annex II of MRAs) but does not have a UK or European mark of conformity.</p>	→	<p>If manufacturer wishes to have a UK or European mark of conformity, an application should be made to the USCG. A USCG Certificate of Approval will be reissued to show that the manufacturer is eligible to apply a UK or European mark of conformity to the product as allowed under the MRAs.</p>
<p>Manufacturer currently has multiple certificates for a particular item it produces. One issued by the USCG and the other by a UK Approval Body, or European Notified Body. The item in question is covered by the MRAs (meaning listed in Annex II of MRAs). The manufacturer wishes to maintain both approvals independently.</p>	→	<p>The MRAs do not apply. Manufacturer must continue to comply with all requirements of each separate type approval system. For example, the USCG required “follow-up” program and the UK or MED “quality assurance” must both continue to be maintained.</p>
<p>Manufacturer has a product not covered by scope of MRAs (i.e., not listed in Annex II of MRAs). Manufacturer desires type approval.</p>	→	<p>MRAs are not applicable. Manufacturer should seek type approval for the specific market for which they wish to sell (e.g., USCG, UK, or European).</p>
<p>Manufacturer currently has both USCG approval and a UK or European mark of conformity. Manufacturer wishes to alleviate some of the burden of maintaining both the USCG required “follow-up program” and the UK or MED “quality assurance” system. Item is covered by the MRAs (i.e., listed in Annex II of MRAs)</p>	→	<p>Manufacturer may decide to terminate one of the type approvals and then get it back based on the MRAs. For example, the manufacturer could terminate the USCG approval and then submit for a new USCG approval from the UK Approval Body or European Notified Body that issued the relevant certificates authorizing the mark of conformity. <b>Please note that a manufacturing company cannot maintain multiple USCG approvals for the same product at the same time issued by multiple parties.</b></p>
<p>Manufacturer has USCG approval and does not wish to have a UK or European mark of conformity.</p>	→	<p>The MRAs do not apply. No action is needed. Simply continue to comply with USCG requirements for approval.</p>

<p>Manufacturer has a UK or European mark of conformity and does not wish to have the USCG approval.</p>	<p>→</p>	<p>The MRAs do not apply. No action is needed. Continue to comply with requirements for maintaining the UK or European mark of conformity.</p>
<p>Manufacturer has neither approval. Manufacturer wishes to have USCG approval and a UK or European mark of conformity.</p>	<p>→</p>	<p>Recommend that manufacturer choose the type approval system that is most suitable. When making application for type approval, request both approvals as permitted by the MRAs.</p>

## 2.0 Markings

### 2.1 Product Numbering and Markings

The MRAs do not contain specific provisions for the UK, EC/EAA EFTA Member States and the US to mutually accept each other’s approval marks. Instead, the three MRAs allow the US – UK, US – EC and US – EEA EFTA to authorize the marking of each other’s approved equipment that has been determined to be equivalent and is listed in enclosures (2) and (3) of this NVIC.

Maintaining the respective marking requirements avoids confusion since not all equipment is covered by the MRAs. This will also make it easier for regulators, vessel owners/operators, and those responsible for purchasing to ensure regulatory compliance. Therefore, all products intended for U.S. flag vessels must be marked with the appropriate USCG approval number. This means that products listed in Annex II of the MRAs that have received approval through the MRAs will have the UK, European and USCG markings.

### 2.2 Equipment receiving USCG Approval from the UK or European Nations

UK Approval Bodies and/or European Notified Bodies acting under the authority of the US-UK MRA, US-EC MRA or the US-EEA EFTA MRA are permitted to issue USCG approval numbers for products covered by the MRAs. This approval number will be similar to a standard USCG approval number but will include the Approval Body or Notified Body numbers of the groups involved in the UK or European product approval process.

Generally, a single Approval Body or Notified Body conducts the design and production evaluations, which are similar to the USCG approval process, and issues the associated certificates. However, there are cases when the approval of the design is conducted by one Approval Body or Notified Body and the approval of the production evaluation is conducted by a second Approval Body or Notified Body. Only the Approval Body or Notified Body that conducted the conformity assessment is authorized to allocate a USCG Approval Number.

For cases when the same Approval Body or Notified Body conducts the design and production evaluations, and issues both certificates that Approval Body or Notified Body would assign a Coast Guard Module B number on the Module B Certificate and a USCG approval number on the Module D, E & F Certificates. The two numbers would be in the form of:

Module B Certificate:

USCG Approval Category/Approval Body or Notified Body Number

Module D, E & F Certificate:

USCG Approval Category/Approval Body or Notified Body Number/Unique Identifier.

For example, a USCG approval number listed on the Module D, E, or F certificates for a non-combustible material and a Notified Body with the number “0038” is: **164.109/EC0038/zzz** where “**zzz**” is the unique identifier for this product.

For cases when the Approval Body or Notified Body (NB1) conducting the design evaluation is different than the Approval Body or Notified Body (NB2) conducting the production evaluation, NB1 would assign a Coast Guard Module B number on the Module B Certificate and NB2 would assign the USCG approval number on the Module D, E & F Certificates. The two number would be in the form of:

Module B Certificate issued by NB1:

USCG Approval Category/NB1 Number

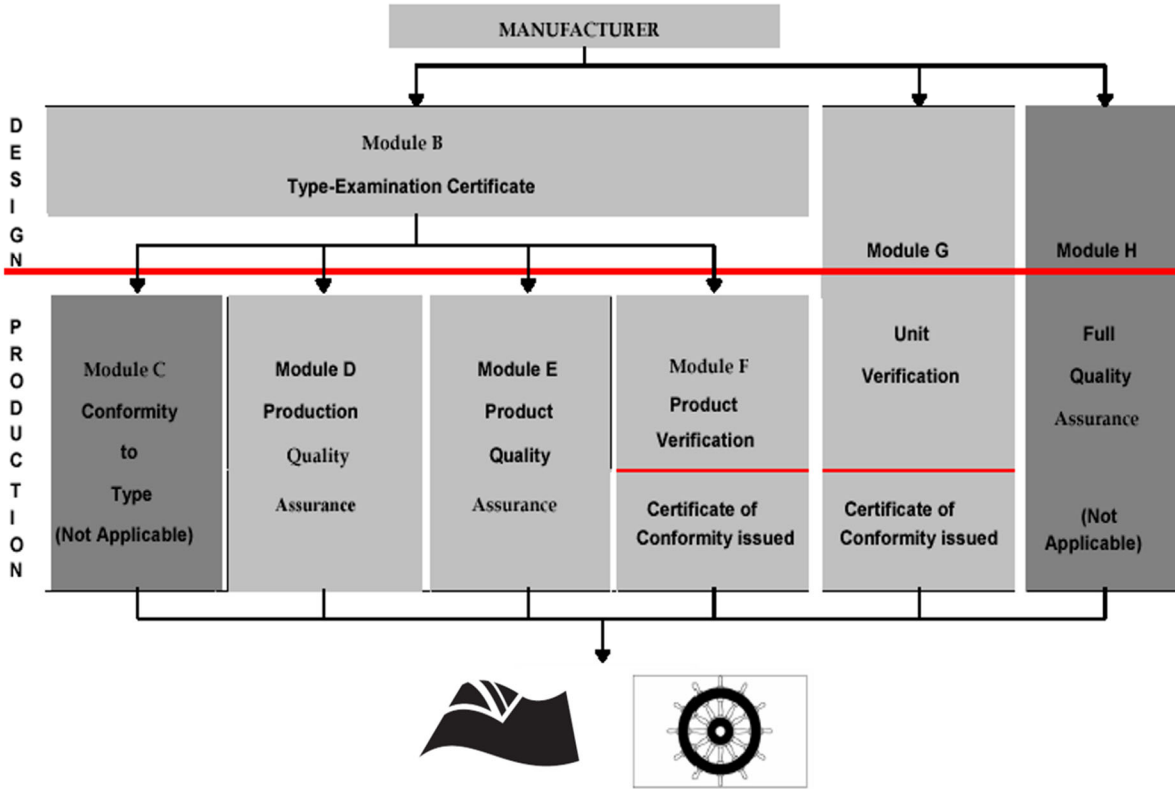
Module D, E & F Certificate issued by NB2:

USCG Approval Category/NB1 Number/Unique Identifier/NB2 Number.

For example, where there are two Notified Bodies involved in the approval process for a non-combustible material and the Notified Body (NB1) which issued the Module B Certificate and has the notified body number “0038” and Notified Body (NB2) which issued Module D Certificate and has the notified body number “1121” the USCG Approval Number on the Module D Certificate is: **164.109/EC0038/zzz/EC1121** where “**zzz**” is the unique identifier for this product.

The unique identifier can only be issued after both modules are completed and only by NB2 on their Module D, E, or F certificate.

The following diagram provides a simplistic explanation of the approval process:



### 2.3 Equipment receiving UK and/or EC and EEA EFTA Approval from the USCG

Manufacturers obtaining authorization to apply the UK or European mark of conformity to their products from the USCG will need to ensure that the marking is in accordance with the Merchant Shipping (Marine Equipment) Regulations 2016, as amended, or the MED.

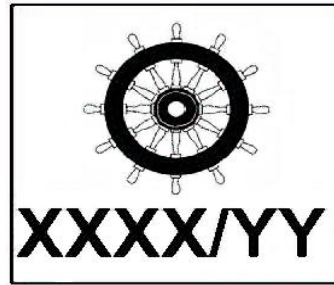
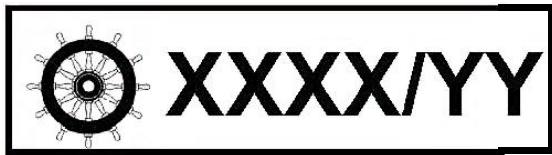
The following are examples of the required UK mark of conformity (red ensign):



**XXXX/YY**

The following are examples of the required European mark of conformity (wheelmark):





The mark shall be followed by the USCG notified body identification number (XXXX = 1408) and by the last two digits of the year in which the product is produced. The year may be applied as YYYY (e.g. 2019) or YY(e.g. 19).

- Minimum size of the wheel and numbers is 5 mm (may be waived for small devices).
- The mark shall be affixed to the equipment or to its data plate so as to be visible, legible and indelible throughout the anticipated useful life of the equipment. However, where it is not possible nor warranted on account of the nature of the piece of equipment, it shall be affixed to the packaging of the product, to a label or to a leaflet.

## 2.4 Certificates of Approval Endorsement

The USCG Certificate of Approval (COA) will be endorsed with a statement to indicate that a manufacturer may apply markings required for use on UK, EC and EFTA member state vessels.

For example:



The manufacturer is allowed to affix the Mark of Conformity as allowed by the “Agreement between the United Kingdom of Great Britain and Northern Ireland on Mutual Recognition of Certificates of Conformity for Marine Equipment” signed February 14<sup>th</sup>, 2019 and by the “Agreement between the European Community and the United States of America on Mutual Recognition of Certificates of Conformity for Marine Equipment” signed February 2004” and by the “Agreement between the European Free Trade Association countries which are part of the European Economic Area and the United States of America on Mutual Recognition of Certificates of Conformity for Marine Equipment” signed October 2005. Item complies with requirements of UK/##.# or MED/#.##.

Where UK/##.# or MED/#.##(x) is the item number or equivalent approval category for each product covered by the MRA as listed in Enclosure (2) or (3), as appropriate.

A similar endorsement will also be required to be added to the UK, EC or EFTA certificate as shown below. The USCG approval number will only be assigned and this wording will only appear after both design and production modules have been completed

and will appear on the production module certificate (Module D, E, or F) as discussed in section 2.2.

UK Certificate endorsement issued under the MRA:

“The manufacturer is allowed to affix the U.S. Coast Guard approval number [Approval Category/Approval Body Number/Unique Identifier] as allowed by the “Agreement between the United States of America and United Kingdom of Great Britain and Northern Ireland and the on Mutual Recognition of Certificates of Conformity for Marine Equipment” signed February 14<sup>th</sup>, 2019.”

EC Certificate endorsement issued under the MRA:

“The manufacturer is allowed to affix the U.S. Coast Guard approval number [Approval Category/Notified Body Number/Unique Identifier] as allowed by the “Agreement between the European Community and the United States of America on Mutual Recognition of Certificates of Conformity for Marine Equipment” signed February 27<sup>th</sup>, 2004.”

EEA EFTA Certificate endorsement issued under the MRA

“The manufacturer is allowed to affix the U.S. Coast Guard approval number [Approval Category/Notified Body Number/Unique Identifier] as allowed by the “Agreement between the European Free Trade Association and the United States of America on Mutual Recognition of Certificates of Conformity for Marine Equipment” signed October 17<sup>th</sup>, 2005.”

### **3.0 Finding approved products**

#### **3.1 Products Approved by the USCG**

Under the MRAs, the UK, the European Member States and the US have agreed to make available to the public their lists of products for which they have issued Certificates of Conformity.

The Coast Guard accomplishes this via the Coast Guard Marine Information Exchange (CGMIX) website at: <http://cgmix.uscg.mil/Equipment/>. CGMIX has a search option to specifically locate products that are issued a UK and/or European approval under the MRAs by the USCG. The mark of conformity will appear in both a column on the search results page and on the copy of the certificate of approval for easy recognition of this equipment. The approval certificate may contain important information regarding the installation or use of the item. USCG approvals issued by a UK Approval Body or European Notified Body will not be entered into CGMIX and therefore will not be found at the “CGMIX” website.

### **3.2 Products approved by UK Approved Bodies**

The UK will post the list of products they have approved under the MRA on their MCA website on <https://www.gov.uk/government/organisations/maritime-and-coastguard-agency>. The MCA website contains general approval information similar to “CGMIX”. Access to the product database on the MCA website is available to the public.

The following are some examples of how the website might be used:

- Verification of product approval numbers, standard used for approval, manufacturer information or approving Approval Body information.
- Find listing of Approval Body and associated UK technical regulation identification number.
- Search database of authorized equipment to be installed on UK flagged merchant vessels according to the UK technical regulations.
- Read the text of the UK technical regulations and associated annexes.

If there are any questions or concerns with products approved by the UK for the USCG, please contact the CG-ENG-4 staff at [TypeApproval@uscg.mil](mailto:TypeApproval@uscg.mil).

### **3.3 Products approved by European Notified Bodies**

The EC and EEA EFTA will post the list of products they have approved under the MRA on their Marine Equipment Directive (MarED) website at [www.MarED.org](http://www.MarED.org). The MarED is the coordination group for all the Notified Bodies that carry out the conformity evaluation procedures referred to in the MED. The MarED website contains general approval information similar to “CGMIX” and has information about the MarED Group, Notified Bodies and the MED. Access to the product database on the MarED website is available to the public; however, you will need to complete the registration form to receive a free membership.

The following are some examples of how the website might be used:

- Verification of product approval numbers, standard used for approval, manufacturer information or approving Notified Body information.
- Find listing of notified bodies and associated MED identification number.
- Search database of authorized equipment to be installed on European Union flagged merchant vessels according to the European MED.
- Read the text of the MED and associated annexes.

If there are any questions or concerns with products approved by the EC or EEA EFTA for the USCG, please contact the CG-ENG-4 staff at [TypeApproval@uscg.mil](mailto:TypeApproval@uscg.mil).

### **4.0 Manufacturer’s Information**

Manufacturers will play an important part in making the MRAs work efficiently. Manufacturers are expected to be forthcoming with information related to the proper use and installation of their

particular item, equipment, or system. The objective is to ensure that the product will reflect the conditions of the type approval, which is based on standards and testing. This will include providing copies of approval certificates, applicable drawings, installation instruction, etc. as needed by the designer, shipyard, vessel representative, classification society, and Coast Guard representative<sup>1</sup>.

Manufacturers supplying to the UK or European market must affix the UK or European mark of conformity to approved equipment or materials as previously discussed. In addition, they will need to supply a “Declaration of Conformity.” This declaration is a descriptive document issued by the manufacturer and supplied to the customer. Manufacturers should review the most current UK or EC regulations to ensure the most up to date requirements for declarations of conformity.

## 5.0 Summary

To summarize, the important points regarding the US – UK MRA, the US - EC MRA and the US – EEA EFTA MRA are as follows:

- The MRA (Annex II) specifically identifies which items are covered.
- The US – EC MRA went into effect on July 1<sup>st</sup>, 2004 and was amended February 18<sup>th</sup>, 2019.
- The US – EEA EFTA MRA went into effect on March 1<sup>st</sup>, 2006 and was amended February 22<sup>nd</sup>, 2019.
- The US – UK MRA went into effect on January 1, 2021.
- The USCG will not accept a UK or European mark of conformity in lieu of USCG approval numbers on U.S. flag ships. Instead, the MRA provides a means to obtain USCG approval for eligible products from UK Approval Bodies, European Notified Bodies, as applicable.
- Equipment that receives a USCG approval number from a UK Approval Body or European Notified Body under the MRA can be installed onboard a US flag vessel where applicable.
- Equipment that receives the UK mark of conformity from the USCG under the MRA can be installed where applicable onboard a UK flag vessel.
- Equipment that receives the European mark of conformity from the USCG under the MRA can be installed where applicable onboard a European flag vessel of a country that is a member of the EU or the EEA EFTA.

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<sup>1</sup> This information is collected pursuant to permission of the U.S. Office of Management and Budget (OMB) under OMB control number 1625-0035.

- A manufacturer having a UK or European mark of conformity will make application for USCG approval to the UK Approval Body or European Notified Body that issued the certificates authorizing the mark of conformity or they can apply to the USCG and receive a certificate under the MRA.
- A manufacturer having a USCG approval will make application for the UK and/or European mark of conformity to the Coast Guard or can cancel the current USCG approval and apply for an approval of the product from a UK Approval Body or European Notified Body under the MRA.

**Product Scope with USCG Approval Categories: US/EC and US/EEA EFTA MRAs**

**Lifesaving appliances**

Product item identification	US technical regulations and approval guidance	Council Directive 2014/90/EU on Marine Equipment
Position- indicating lights for life- saving appliances: (a) for survival craft and rescue boats	161.101	MED/1.2a
Position- indicating lights for life- saving appliances: (b) for lifebuoys	161.110	MED/1.2b
Position- indicating lights for life- saving appliances: (c) for lifejackets	161.112	MED/1.2c
Lifebuoy self- activating smoke signals  Note: Expiration date not to exceed 48 months after month of manufacture.	160.157	MED/1.3
Rocket parachute flares (pyrotechnics)  Note: Expiration date not to exceed 48 months after month of manufacture.	160.136	MED/1.8
Hand flares (pyrotechnics)  Note: Expiration date not to exceed 48 months after month of manufacture.	160.121	MED/1.9
Buoyant smoke signals (pyrotechnics)  Note: Expiration date not to exceed 48 months after month of manufacture.	160.122	MED/1.10
Line- throwing appliances  Note: Expiration date not to exceed 48 months after month of manufacture.	160.040	MED/1.11
Rigid liferafts  Note: The emergency pack is not covered by the Agreement	160.118	MED/1.13
Automatically self- righting liferafts (rigid liferafts only/inflatable liferafts not covered)  Note: The emergency pack is not covered by the Agreement	160.118	MED/1.14
Canopied reversible liferafts (rigid liferafts only/inflatable liferafts not covered)  Note: The emergency pack is not covered by the Agreement	160.118	MED/1.15

Enclosure (2) to NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 02-19

Product item identification	US technical regulations and approval guidance	Council Directive 2014/90/EU on Marine Equipment
Float- free arrangements for liferafts (hydrostatic release units)	160.162	MED/1.16
Release mechanism for: (a) Lifeboats and rescue boats (launched by a fall or falls)  Limited to Davit- launched liferaft automatic release hook	160.170	MED/1.26 (a)
Release mechanism for : (b) Liferafts (launched by a fall or falls)  Limited to Davit- launched liferaft automatic release hook	160.170	MED/1.26 (b)
Marine evacuation systems	160.175	MED/1.27
Embarkation Ladders	160.117	MED/1.29
Retro- reflective materials	164.018	MED/1.30

**Fire protection**

Product item identification	US technical regulations and approval guidance	Council Directive 2014/90/EU on Marine Equipment
Primary decks covering	164.106	MED/3.1
'A' & 'B' Class divisions fire integrity (a) 'A' class divisions,	164.105 (deck assembly)* 164.107 (structural insulation)*	MED/3.11 (a)
'A' & 'B' Class divisions fire integrity (b) 'B' class divisions.  Note: Restricted 'B' Class divisions are not covered by this agreement.	164.108 (bulkhead panels)* 164.110 (structural ceiling)*	MED/3.11 (b)
Non- combustible materials	164.109	MED/3.13
Fire doors  Limited to fire doors without windows or with total window area no more than 645 cm <sup>2</sup> in each door leaf. Approval limited to maximum door size tested. Doors must be used with a fire tested frame design.  Note: Restricted 'B' Class doors are not covered by this agreement.	164.136	MED/3.16
Fire door control systems components.  Note: When the term "system components" is used in column 1 it may be that a single component, a group of components or a whole system needs to be tested to ensure that the international requirements are fulfilled.	164.146	MED/3.17
Surface materials and floor coverings with low flame- spread characteristics (a) decorative veneers.	164.112	MED/3.18 (a)
Surface materials and floor coverings with low flame- spread characteristics (b) paint systems.	164.112	MED/3.18 (b)
Surface materials and floor coverings with low flame- spread characteristics (c) floor coverings.	164.117	MED/3.18 (c)
Surface materials and floor coverings with low flame- spread characteristics (f) combustible ducts.	164.112	MED/3.18 (f)
Draperies, curtains and other suspended textile materials and films	164.111	MED/3.19
Upholstered furniture	164.144	MED/3.20



Enclosure (2) to NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 02-19

Product item identification	US technical regulations and approval guidance	Council Directive 2014/90/EU on Marine Equipment
Bedding components	164.142	MED/3.21
Fire dampers	164.139	MED/3.22
Penetrations through 'A' class (a) electric cable transits.	164.138	MED/3.26 (a)
Penetrations through 'A' class (b) pipe, duct, trunk, etc penetrations	164.138	MED/3.26 (b)
Fire restricting materials (except furniture) for high speed craft  (New item)	164.201	MED/3.32
Fire restricting materials for furniture for high speed craft  (New item)	164.201	MED/3.33
Fire resisting divisions for high speed craft  (New item)	164.207	MED/3.34

\* Does not include "A" or "B" class windows.

**Navigation equipment**

Product item identification	US technical regulations and approval guidance	Council Directive 2014/90/EU on Marine Equipment
Magnetic compass Class A for ships	165.101	MED/4.1
Transmitting heading device THD (magnetic method)  Note: The use of ISO 11606:2000/Cor 1:2005 is required for Acceptance for USCG Approval under the MRA	165.102	MED/4.2
Gyro compass	165.103	MED/4.3
Echo - sounding equipment	165.107	MED/4.6
Speed and distance measuring equipment (SDME)	165.105	MED/4.7
Rate- of- turn- indicator	165.106	MED/4.9
GPS equipment	165.130	MED/4.14
GLONASS equipment	165.131	MED/4.15
Heading control system (HCS)	165.110	MED/4.16
Rudder Angle Indicator	165.167	MED/4.20
Propeller revolution indicator	165.168	MED/4.21
Pitch Indicator	165.169	MED/4.22
Radar equipment CAT 1  (Radar equipment used with ARPA must have separate EU and USA certifications)	165.115	MED/4.34
Radar equipment CAT 2  (Radar equipment used with ATA must have separate EU and USA certifications)	165.116	MED/4.35
Radar equipment CAT 3  (Radar equipment used with EPA must have separate EU and USA certifications)	165.117	MED/4.36
Voyage data recorder (VDR)	165.150	MED/4.29
Electronic chart display and information system (ECDIS) with backup, and raster chart display system (RCDS)	165.123 (ECDIS) 165.124 (ECDIS Back-up Equipment)	MED/4.30
Gyro compass for high- speed craft	165.203	MED/4.31
Universal automatic identification system equipment (AIS)	165.155	MED/4.32
Track control system (working at ship's speed from minimum manoeuvring speed up to 30 knots)	165.112	MED/4.33
Radar equipment for high speed craft applications (CAT 1H and CAT 2H)	165.216 (CAT 1H) 165.217 (CAT 2H)	MED/4.37
Radar reflector passive type	165.160	MED/4.39
Heading control system for high speed craft	165.210	MED/4.40

Enclosure (2) to NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 02-19

Product item identification	US technical regulations and approval guidance	Council Directive 2014/90/EU on Marine Equipment
Transmitting heading device THD (GNSS method)	165.102	MED/4.41
Searchlight for high speed craft	165.252	MED/4.42
Night vision equipment for high speed craft	165.251	MED/4.43
Transmitting heading device THD (Gyroscopic method)	165.102	MED/4.46
Simplified voyage data recorder (S- VDR)	165.151	MED/4.47
DGPS Equipment	165.132	MED/4.50
DGLONASS Equipment	165.133	MED/4.51
Daylight signalling lamp	165.166	MED/4.52
Bridge Navigational Watch Alarm System (BNWAS)	165.142	MED/4.57
Sound reception system	165.165	MED/4.58

**Product Scope with USCG Approval Categories: US/UK MRA**  
**Lifesaving appliances**

Product item identification	US technical regulations and approval guidance	UK technical regulations, item number indicated in Annex I of Merchant Shipping Notice 1874, as amended
Position- indicating lights for life- saving appliances: (d) for survival craft and rescue boats	161.101	UK/1.2a
Position- indicating lights for life- saving appliances: (e) for lifebuoys	161.110	UK/1.2b
Position- indicating lights for life- saving appliances: (f) for lifejackets	161.112	UK/1.2c
Lifebuoy self- activating smoke signals  Note: Expiration date not to exceed 48 months after month of manufacture.	160.157	UK/1.3
Rocket parachute flares (pyrotechnics)  Note: Expiration date not to exceed 48 months after month of manufacture.	160.136	UK/1.8
Hand flares (pyrotechnics)  Note: Expiration date not to exceed 48 months after month of manufacture.	160.121	UK/1.9
Buoyant smoke signals (pyrotechnics)  Note: Expiration date not to exceed 48 months after month of manufacture.	160.122	UK/1.10
Line- throwing appliances  Note: Expiration date not to exceed 48 months after month of manufacture.	160.040	UK/1.11
Rigid liferafts  Note: The emergency pack is not covered by the Agreement	160.118	UK/1.13
Automatically self- righting liferafts (rigid liferafts only/inflatable liferafts not covered)  Note: The emergency pack is not covered by the Agreement	160.118	UK/1.14

Enclosure (3) to NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 02-19

Product item identification	US technical regulations and approval guidance	UK technical regulations, item number indicated in Annex I of Merchant Shipping Notice 1874, as amended
Canopied reversible liferafts (rigid liferafts only/inflatable liferafts not covered)  Note: The emergency pack is not covered by the Agreement	160.118	UK/1.15
Float- free arrangements for liferafts (hydrostatic release units)	160.162	UK/1.16
Release mechanism for: (a) Lifeboats and rescue boats (launched by a fall or falls)  Limited to Davit- launched liferaft automatic release hook	160.170	UK/1.26 (a)
Release mechanism for : (b) Liferafts (launched by a fall or falls)  Limited to Davit- launched liferaft automatic release hook	160.170	UK/1.26 (b)
Marine evacuation systems	160.175	UK/1.27
Embarkation Ladders	160.117	UK/1.29
Retro- reflective materials	164.018	UK/1.30

**Fire protection**

Product item identification	US technical regulations and approval guidance	UK technical regulations, item number indicated in Annex I of Merchant Shipping Notice 1874, as amended
Primary decks covering	164.106	UK/3.1
'A' & 'B' Class divisions fire integrity (a) 'A' class divisions,	164.105 (deck assembly)* 164.107 (structural insulation)*	UK/3.11 (a)
'A' & 'B' Class divisions fire integrity (b) 'B' class divisions.  Note: Restricted 'B' Class divisions are not covered by this agreement.	164.108 (bulkhead panels)* 164.110 (structural ceiling)*	UK/3.11 (b)
Non- combustible materials	164.109	UK/3.13
Fire doors  Limited to fire doors without windows or with total window area no more than 645 cm <sup>2</sup> in each door leaf. Approval limited to maximum door size tested. Doors must be used with a fire tested frame design.  Note: Restricted 'B' Class doors are not covered by this agreement.	164.136	UK/3.16
Fire door control systems components.  Note: When the term "system components" is used in column 1 it may be that a single component, a group of components or a whole system needs to be tested to ensure that the international requirements are fulfilled.	164.146	UK/3.17
Surface materials and floor coverings with low flame- spread characteristics (d) decorative veneers.	164.112	UK/3.18 (a)
Surface materials and floor coverings with low flame- spread characteristics (e) paint systems.	164.112	UK/3.18 (b)
Surface materials and floor coverings with low flame- spread characteristics (f) floor coverings.	164.117	UK/3.18 (c)
Surface materials and floor coverings with low flame- spread characteristics (g) combustible ducts.	164.112	UK/3.18 (f)

Enclosure (3) to NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 02-19

Product item identification	US technical regulations and approval guidance	UK technical regulations, item number indicated in Annex I of Merchant Shipping Notice 1874, as amended
Draperies, curtains and other suspended textile materials and films	164.111	UK/3.19
Upholstered furniture	164.144	UK/3.20
Bedding components	164.142	UK/3.21
Fire dampers	164.139	UK/3.22
Penetrations through 'A' class (c) electric cable transits.	164.138	UK/3.26 (a)
Penetrations through 'A' class (d) pipe, duct, trunk, etc penetrations	164.138	UK/3.26 (b)
Fire restricting materials (except furniture) for high speed craft  (New item)	164.201	UK/3.32
Fire restricting materials for furniture for high speed craft  (New item)	164.201	UK/3.33
Fire resisting divisions for high speed craft  (New item)	164.207	UK/3.34

\* Does not include "A" or "B" class windows.

**Navigation equipment**

Product item identification	US technical regulations and approval guidance	UK technical regulations, item number indicated in Annex I of Merchant Shipping Notice 1874, as amended
Magnetic compass Class A for ships	165.101	UK/4.1
Transmitting heading device THD (magnetic method)  Note: The use of ISO 11606:2000/Cor 1:2005 is required for Acceptance for USCG Approval under the MRA	165.102	UK/4.2
Gyro compass	165.103	UK/4.3
Echo - sounding equipment	165.107	UK/4.6
Speed and distance measuring equipment (SDME)	165.105	UK/4.7
Rate- of- turn- indicator	165.106	UK/4.9
GPS equipment	165.130	UK/4.14
GLONASS equipment	165.131	UK/4.15
Heading control system (HCS)	165.110	UK/4.16
Rudder Angle Indicator	165.167	UK/4.20
Propeller revolution indicator	165.168	UK/4.21
Pitch Indicator	165.169	UK/4.22
Radar equipment CAT 1  (Radar equipment used with ARPA must have separate EU and USA certifications)	165.115	UK/4.34
Radar equipment CAT 2  (Radar equipment used with ATA must have separate EU and USA certifications)	165.116	UK/4.35
Radar equipment CAT 3  (Radar equipment used with EPA must have separate EU and USA certifications)	165.117	UK/4.36
Voyage data recorder (VDR)	165.150	UK/4.29
Electronic chart display and information system (ECDIS) with backup, and raster chart display system (RCDS)	165.123 (ECDIS) 165.124 (ECDIS Back-up Equipment)	UK/4.30
Gyro compass for high- speed craft	165.203	UK/4.31
Universal automatic identification system equipment (AIS)	165.155	UK/4.32
Track control system (working at ship's speed from minimum manoeuvring speed up to 30 knots)	165.112	UK/4.33
Radar equipment for high speed craft applications (CAT 1H and CAT 2H)	165.216 (CAT 1H) 165.217 (CAT 2H)	UK/4.37
Radar reflector passive type	165.160	UK/4.39



Enclosure (3) to NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 02-19

Product item identification	US technical regulations and approval guidance	UK technical regulations, item number indicated in Annex I of Merchant Shipping Notice 1874, as amended
Heading control system for high speed craft	165.210	UK/4.40
Transmitting heading device THD (GNSS method)	165.102	UK/4.41
Searchlight for high speed craft	165.252	UK/4.42
Night vision equipment for high speed craft	165.251	UK/4.43
Transmitting heading device THD (Gyroscopic method)	165.102	UK/4.46
Simplified voyage data recorder (S- VDR)	165.151	UK/4.47
DGPS Equipment	165.132	UK/4.50
DGLONASS Equipment	165.133	UK/4.51
Daylight signalling lamp	165.166	UK/4.52
Bridge Navigational Watch Alarm System (BNWAS)	165.142	UK/4.57
Sound reception system	165.165	UK/4.58