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I

(Acts adopted under the EC Treaty/Euratom Treaty whose publication is obligatory)

REGULATIONS

COMMISSION REGULATION (EC) No 691/2008**of 22 July 2008****establishing the standard import values for determining the entry price of certain fruit and vegetables**

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to Council Regulation (EC) No 1234/2007 of 22 October 2007 establishing a common organisation of agricultural markets and on specific provisions for certain agricultural products (Single CMO Regulation) ⁽¹⁾,

Having regard to Commission Regulation (EC) No 1580/2007 of 21 December 2007 laying down implementing rules for Council Regulations (EC) No 2200/96, (EC) No 2201/96 and (EC) No 1182/2007 in the fruit and vegetable sector ⁽²⁾, and in particular Article 138(1) thereof,

Whereas:

Regulation (EC) No 1580/2007 lays down, pursuant to the outcome of the Uruguay Round multilateral trade negotiations, the criteria whereby the Commission fixes the standard values for imports from third countries, in respect of the products and periods stipulated in Annex XV, Part A thereto,

HAS ADOPTED THIS REGULATION:

Article 1

The standard import values referred to in Article 138 of Regulation (EC) No 1580/2007 are fixed in the Annex hereto.

Article 2

This Regulation shall enter into force on 23 July 2008.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 22 July 2008.

For the Commission

Jean-Luc DEMARTY

*Director-General for Agriculture and
Rural Development*

⁽¹⁾ OJ L 299, 16.11.2007, p. 1. Regulation as last amended by Commission Regulation (EC) No 510/2008 (OJ L 149, 7.6.2008, p. 61).

⁽²⁾ OJ L 350, 31.12.2007, p. 1. Regulation as last amended by Regulation (EC) No 590/2008 (OJ L 163, 24.6.2008, p. 24).

ANNEX

Standard import values for determining the entry price of certain fruit and vegetables

(EUR/100 kg)

CN code	Third country code ⁽¹⁾	Standard import value
0702 00 00	MA	32,2
	MK	28,0
	TR	85,4
	ME	25,6
	XS	37,5
	ZZ	41,7
0707 00 05	TR	115,0
	ZZ	115,0
0709 90 70	TR	98,5
	ZZ	98,5
0805 50 10	AR	90,6
	US	70,6
	UY	101,5
	ZA	102,4
	ZZ	91,3
0806 10 10	CL	79,7
	EG	148,0
	IL	129,9
	TR	144,2
	ZZ	125,5
0808 10 80	AR	115,7
	BR	94,9
	CL	100,6
	CN	74,8
	NZ	112,6
	US	101,0
	UY	80,0
	ZA	85,0
	ZZ	95,6
0808 20 50	AR	80,0
	AU	143,2
	CL	113,9
	NZ	110,0
	ZA	95,7
	ZZ	108,6
0809 10 00	TR	170,1
	ZZ	170,1
0809 20 95	TR	401,1
	US	437,5
	ZZ	419,3
0809 30	TR	164,5
	ZZ	164,5
0809 40 05	IL	154,8
	XS	95,0
	ZZ	124,9

⁽¹⁾ Nomenclature of countries laid down by Commission Regulation (EC) No 1833/2006 (OJ L 354, 14.12.2006, p. 19). Code 'ZZ' stands for 'of other origin'.

II

(Acts adopted under the EC Treaty/Euratom Treaty whose publication is not obligatory)

DECISIONS

COMMISSION

COMMISSION DECISION

of 17 June 2008

laying down the physical architecture and requirements of the national interfaces and of the communication infrastructure between the central VIS and the national interfaces for the development phase

(notified under document number C(2008) 2693)

(Only the Bulgarian, Czech, Dutch, Estonian, Finnish, French, German, Greek, Hungarian, Italian, Latvian, Lithuanian, Maltese, Polish, Portuguese, Romanian, Slovak, Slovenian, Spanish and Swedish texts are authentic)

(2008/602/EC)

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to Council Decision 2004/512/EC of 8 June 2004 establishing the Visa Information System (VIS) ⁽¹⁾, and in particular Article 4(a) thereof,

Whereas:

(1) Decision 2004/512/EC established the VIS as a system for the exchange of visa data between Member States and gave the mandate to the Commission to develop the VIS.

(2) Appropriate arrangements, in particular as regards the elements of the national interface located in each Member State, should be put in place between the Commission and the Member States.

(3) In accordance with Council Decision 2000/365/EC of 29 May 2000 concerning the request of the United Kingdom of Great Britain and Northern Ireland to take part in some of the provisions of the Schengen *acquis* ⁽²⁾, the United Kingdom has not taken part in the adoption of Decision 2004/512/EC and is not bound by it or subject to its application as it constitutes a development of provisions of the Schengen *acquis*. The United Kingdom is therefore not an addressee of this Commission Decision.

(4) In accordance with Council Decision 2002/192/EC of 28 February 2002 concerning Ireland's request to take part in some of the provisions of the Schengen *acquis* ⁽³⁾, Ireland has not taken part in the adoption of Decision 2004/512/EC and is not bound by it or subject to its application as it constitutes a development of provisions of the Schengen *acquis*. Ireland is therefore not an addressee of this Commission Decision.

(5) Pursuant to Article 5 of the Protocol on the position of Denmark, annexed to the Treaty on European Union and the Treaty establishing the European Community, on 13 August 2004 Denmark decided to implement Decision 2004/512/EC in Danish law. Decision 2004/512/EC is thus binding upon Denmark in international law. Denmark has therefore an obligation under international law to implement this Decision.

⁽¹⁾ OJ L 213, 15.6.2004, p. 5.

⁽²⁾ OJ L 131, 1.6.2000, p. 43.

⁽³⁾ OJ L 64, 7.3.2002, p. 20.

- (6) As regards Iceland and Norway, this Decision constitutes a development of provisions of the Schengen *acquis* within the meaning of the Agreement concluded by the Council of the European Union and the Republic of Iceland and the Kingdom of Norway concerning the latter's association with the implementation, application and development of the Schengen *acquis* ⁽¹⁾, which fall within the area referred to in Article 1, point B of Council Decision 1999/437/EC of 17 May 1999 ⁽²⁾ on certain arrangements for the application of the Agreement concluded by the Council of the European Union and the Republic of Iceland and the Kingdom of Norway concerning the association of those two States with the implementation, application and development of the Schengen *acquis*.
- (7) As regards Switzerland, this Decision constitutes a development of the provisions of the Schengen *acquis* within the meaning of the Agreement signed by the European Union, the European Community and the Swiss Confederation on the latter's association with the implementation, application and development of the Schengen *acquis* which fall within the area referred to in Article 1, point B of Decision 1999/437/EC read in conjunction with Article 3 of Council Decision 2008/146/EC ⁽³⁾ on the conclusion of that Agreement on behalf of the European Community.
- (8) As regards Liechtenstein, this Decision constitutes a development of the provisions of the Schengen *acquis* within the meaning of the Protocol between the European Union, the European Community, the Swiss Confederation and the Principality of Liechtenstein on the accession of the Principality of Liechtenstein to the Agreement between the European Union, the European Community and the Swiss Confederation on the Swiss Confederation's association with the implementation, application and development of the Schengen *acquis* which fall within the area referred to in Article 1, point B of Decision 1999/437/EC read in conjunction with Article 3 of Council Decision 2008/261/EC of 28 February 2008 on the signature, on behalf of the European Community, and on the provisional application of certain provisions of the Protocol between the European Union, the European Community, the Swiss

Confederation and the Principality of Liechtenstein on the accession of the Principality of Liechtenstein to the Agreement between the European Union, the European Community and the Swiss Confederation on the Swiss Confederation's association with the implementation, application and development of the Schengen *acquis* ⁽⁴⁾.

- (9) The measures provided for in this Decision are in accordance with the opinion of the Committee set up by Article 5(1) of Council Regulation (EC) No 2424/2001 of 6 December 2001 on the development of the second generation Schengen Information System (SIS II) ⁽⁵⁾,

HAS ADOPTED THIS DECISION:

Article 1

The physical architecture and requirements of the national interfaces and of the communication infrastructure between the central VIS and the national interfaces for the development phase shall be as set out in the Annex.

Article 2

This Decision is addressed to the Kingdom of Belgium, the Republic of Bulgaria, the Czech Republic, the Federal Republic of Germany, the Republic of Estonia, the Hellenic Republic, the Kingdom of Spain, the French Republic, the Italian Republic, the Republic of Cyprus, the Republic of Latvia, the Republic of Lithuania, the Grand Duchy of Luxembourg, the Republic of Hungary, the Republic of Malta, the Kingdom of the Netherlands, the Republic of Austria, the Republic of Poland, the Portuguese Republic, Romania, the Republic of Slovenia, the Slovak Republic, the Republic of Finland and the Kingdom of Sweden.

Done at Brussels, 17 June 2008.

For the Commission
Jacques BARROT
Vice-President

⁽¹⁾ OJ L 176, 10.7.1999, p. 36.

⁽²⁾ OJ L 176, 10.7.1999, p. 31.

⁽³⁾ OJ L 53, 27.2.2008, p. 1.

⁽⁴⁾ OJ L 83, 26.3.2008, p. 3.

⁽⁵⁾ OJ L 328, 13.12.2001, p. 4. Regulation as amended by Regulation (EC) No 1988/2006 (OJ L 411, 30.12.2006, p. 1).

ANNEX

1. **Introduction**

This document describes the network requirements and the design of the communication infrastructure and its components.

1.1. *Acronyms and abbreviations*

Acronyms and abbreviations	Explanation
BCU	Backup central unit
BLNI	Backup local national interface
CNI	Central national interface
CS	Central system
CS-VIS	Central visa information system
CU	Central unit
DNS	Domain name server
FTP	File transfer protocol
HTTP	Hypertext transfer protocol
IP	Internet protocol
LAN	Local area network
LNI	Local national interface
NI-VIS	National interface
NTP	Network time protocol
SAN	Storage area network
SDH	Synchronous digital hierarchy
SMTP	Simple mail transfer protocol
SNMP	Simple network management protocol
sTESTA	Secure Trans-European Services for Telematics between Administrations, is a measure of the IDABC programme (interoperable delivery of pan-European eGovernment services to public administrations, business and citizens. Decision of the European Parliament and Council 2004/387/EC (*)).
TCP	Transmission control protocol
VIS	Visa information system
VPN	Virtual private network
WAN	Wide area network

(*) OJ L 181, 18.5.2004, p. 25.

2. **Physical architecture of the national interfaces and of the communication infrastructure between the central VIS and national interfaces**

The NI-VIS, as defined in Article 1(2) of Council Decision 2004/512/EC, shall consist of:

- one local national interface (hereinafter referred to as 'LNI') for each Member State which is the interface that physically connects the Member State to the secure communication network and contains the encryption devices dedicated to VIS. The LNI is located at the Member State premises,
- an optional backup local national interface (hereinafter referred to as 'BLNI') which has the same content, function as the LNI.

The specific configuration of the LNI and BLNI will be specified and agreed with each individual Member State.

The LNI and BLNI are to be used exclusively for purposes defined by the Community legislation applicable to VIS.

The communication infrastructure between the CS-VIS and the NI-VIS shall consist of:

- the network for Secure Trans-European Services for Telematics between Administrations (sTESTA) that provides an encrypted, virtual, private network (vis.stesta.eu) dedicated to VIS data and to communication between Member States according to the Community legislation related to VIS and between Member States and the authority responsible for the operational management for the CS-VIS.

3. Network services

In chapters 3, 5 and 7, whenever technologies or protocols are mentioned, it should be understood that equivalent technologies or protocols may be used. The deployment of the network shall take into account the readiness of Member States.

3.1. Network layout

The VIS architecture makes use of centralised services, which are accessible from the different Member States. For resiliency purposes these centralised services are duplicated to two different locations namely Strasbourg, France, hosting the principal CS-VIS, central unit (CU) and St Johann im Pongau, Austria, hosting the backup CS-VIS, backup central unit (BCU) in accordance with Commission Decision 2006/752/EC of 3 November 2006 establishing the sites for the Visa Information System during the development phase ⁽¹⁾.

The principal and backup central units shall be accessible from the different Member States via network access points – an LNI and a BLNI – interconnecting their national system to the CS-VIS.

The connection between the principal CS-VIS and the backup CS-VIS shall be open for any new future architectures and technologies and shall allow for the continuous synchronisation between the CU and BCU.

3.2. Bandwidth

The bandwidth needed for the LNI and the optional BLNI may be different from one Member State to another.

The communication infrastructure shall offer site connection bandwidths adapted to the expected traffic load. The network shall supply sufficient minimal guaranteed upload and download speeds for each connection and it shall support the total bandwidth size of the network access points.

3.3. Supported protocols

The communication infrastructure shall be able to support network protocols used by the CS-VIS, in particular HTTP, FTP, NTP, SMTP, SNMP, DNS, tunnelling protocols, SAN replication protocols and the proprietary Java-to-Java connection protocols of BEA WebLogic over IP.

3.4. Technical specifications

3.4.1. IP addressing

The communications infrastructure shall have a range of reserved IP addresses that may solely be used within that network. Within the reserved IP range, the CS-VIS will use a dedicated set of IP addresses that will not be used elsewhere.

3.4.2. Support for IPv6

The local networks of most sites will be using IPv4 but some may use IPv6. Therefore the network access points shall offer the possibility to act as a IPv4/IPv6 gateway. Coordination with Member States evolving towards IPv6 will be required, in order to ensure a smooth transition.

3.4.3. Sustained flow rate

As long as the CU or BCU connection has a load rate less of 90 %, a given Member State shall be able to sustain continually 100 % of its specified bandwidth.

⁽¹⁾ OJ L 305, 4.11.2006, p. 13.

3.4.4. Other specifications

To support the CS-VIS, the communication infrastructure shall at least comply with a minimum set of technical specifications:

The transit delay shall be (including the busy hours) less or equal to 150 ms in 95 % of packets and less than 200 ms in 100 % of packets.

Its probability of packet loss shall be (including the busy hours) less or equal to 10^{-4} in 95 % of packets and less than 10^{-3} in 100 % of packets.

The aforementioned specifications apply to each access point separately.

The connection between the CU and BCU shall have a round trip delay less or equal to 60 ms.

3.5. Resiliency

The communication infrastructure shall offer high availability, in particular of the following components:

- backbone network,
- routing devices,
- points of presence,
- local loop connections (including physically redundant cabling),
- security devices (crypto devices, firewalls, etc.),
- all generic services (DNS, etc.),
- LNI and optional BLNI.

Network failover mechanisms shall be set up and, when required, coordinated with the application level to ensure maximum availability of the VIS as a whole.

4. Monitoring

To facilitate monitoring, the communication infrastructure's monitoring tools shall have the capability to be integrated with the monitoring facilities for the operational management of the CS-VIS.

5. Generic services

The communication infrastructure shall be able to offer the following optional generic services: DNS, mail relay and NTP.

6. Availability

The availability of connection points up to the LAN of the communication infrastructure shall be 99,99 % over a 28-day rolling period.

7. Security services

7.1. Network encryption

No VIS-related information shall circulate on the communication infrastructure without encryption.

To maintain a high level of security, the communication infrastructure shall allow managing the certificates/keys used by the network encryption solution. Remote administration and remote monitoring of the encryption boxes shall be possible.

Symmetric encryption algorithms (3DES 128 bits or better) and asymmetric encryption algorithms (RSA 1 024 bit modulus or better) shall be used in accordance with the state of the art.

7.2. *Other security features*

Besides protecting the VIS network access points (LNI and BLNI), the communication infrastructure shall also protect the optional generic services. In case such services are made available, they should meet protection measures comparable to those in CS-VIS. Furthermore, the generic services devices and its protection measures should be under continuous security surveillance.

In order to maintain a high level of security, the communication infrastructure shall allow all security incidents to be reported without any delay. Reports on all security incidents shall be provided on a regular basis, e.g. monthly reporting and ad-hoc basis.

8. **Helpdesk and support structure**

A helpdesk and support structure shall be established and shall be able to interact with the CS-VIS.

9. **Interaction with other systems**

The communication infrastructure shall ensure that data leakage towards other systems or other networks will not occur on the network.

COMMISSION DECISION

of 17 July 2008

on a temporary derogation from the rules of origin laid down in Annex II to Council Regulation (EC) No 1528/2007 to take account of the special situation of Mauritius with regard to preserved tuna and tuna loins*(notified under document number C(2008) 3568)*

(2008/603/EC)

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to Council Regulation (EC) No 1528/2007 of 20 December 2007 applying the arrangements for goods originating in certain states which are part of the African, Caribbean and Pacific (ACP) Group of States provided for in agreements establishing, or leading to the establishment of, Economic Partnership Agreements⁽¹⁾, and in particular Article 36(4) of Annex II thereto,

Whereas:

- (1) On 21 February 2008 Mauritius requested, in accordance with Article 36 of Annex II to Regulation (EC) No 1528/2007, derogation from the rules of origin set out in that Annex for a period of five years. On 10 March 2008 Mauritius submitted additional information relating to its request. The request covers a total annual quantity of 5 000 tonnes of canned tuna and 2 000 tonnes of tuna loins of HS heading 1604. The request is made because catches and supply of originating raw tuna have decreased in the South West Indian Ocean.
- (2) According to the information provided by Mauritius the catches of raw tuna in late 2007 and early 2008 were unusually low even compared to the normal seasonal variations. This abnormal situation makes it impossible for Mauritius to comply with the rules of origin laid down in Annex II to Regulation (EC) No 1528/2007 during a certain period.
- (3) A temporary derogation from the rules of origin laid down in Annex II to Regulation (EC) No 1528/2007 would not cause serious injury to an established Community industry taking into account the imports concerned, provided that certain conditions relating to quantities, surveillance and duration are respected.

- (4) It is therefore justified to grant a temporary derogation under Article 36(1)(a) of Annex II to Regulation (EC) No 1528/2007.
- (5) Mauritius will benefit from an automatic derogation from the rules of origin for canned tuna and tuna loins of HS heading 1604 pursuant to Article 42(8) of the Origin Protocol attached to the Interim Agreement establishing a framework for an Economic Partnership Agreement between the Eastern and Southern Africa States on the one part and the European Community and its Member States on the other part (ESA-EU Interim Partnership Agreement), when that Agreement enters into force or is provisionally applied.
- (6) In accordance with Article 4(2) of Regulation (EC) No 1528/2007 the rules of origin set out in Annex II to that Regulation and the derogations from them are to be superseded by the rules of the ESA-EU Interim Partnership Agreement, the entry into force or provisional application of which is expected to take place in 2008. The derogation therefore should not be granted for the requested period of five years, but should be granted for the period from January to December 2008.
- (7) In accordance with Article 42(8) of the Origin Protocol attached to the ESA-EU Interim Partnership Agreement, the automatic derogation from the rules of origin is limited to an annual quota of 8 000 tonnes of canned tuna and 2 000 tonnes of tuna loins for the countries having initialled the ESA-EU Interim Partnership Agreement (Comoros, Mauritius, Madagascar, Seychelles and Zimbabwe). Requests for a temporary derogation in accordance with Article 36 of Annex II to Regulation (EC) No 1528/2007 from other countries of the ESA region are to be expected, notably from Madagascar and Seychelles. It would be inappropriate to grant derogations under Article 36 of Annex II to Regulation (EC) No 1528/2007 which exceed the annual quota granted to the ESA region under the ESA-EU Interim Partnership Agreement. The derogation therefore should not be granted for the requested quantities, but should be granted for 3 000 tonnes of preserved tuna and 600 tonnes of tuna loins.
- (8) Accordingly a derogation should be granted to Mauritius in respect of 3 000 tonnes of canned tuna and 600 tonnes of tuna loins for a period of one year.

⁽¹⁾ OJ L 348, 31.12.2007, p. 1.

- (9) Commission Regulation (EEC) No 2454/93 of 2 July 1993 laying down provisions for the implementation of Council Regulation (EEC) No 2913/92 establishing the Community Customs Code⁽¹⁾ lays down rules relating to the management of tariff quotas. In order to ensure efficient management carried out in close cooperation between the authorities of Mauritius, the customs authorities of the Community and the Commission, those rules should apply *mutatis mutandis* to the quantities imported under the derogation granted by this Decision.
- (10) In order to allow more efficient monitoring of the operation of the derogation, the authorities of Mauritius should communicate regularly to the Commission details of the EUR.1 movement certificates issued.
- (11) The measures provided for in this Decision are in accordance with the opinion of the Customs Code Committee,

HAS ADOPTED THIS DECISION:

Article 1

By way of derogation from Annex II to Regulation (EC) No 1528/2007 and in accordance with Article 36(1)(a) of that Annex, preserved tuna and tuna loins of HS Heading 1604 manufactured from non-originating materials shall be regarded as originating in Mauritius in accordance with the terms set out in Articles 2, 3 and 4 of this Decision.

Article 2

The derogation provided for in Article 1 shall apply to the products and the quantities set out in the Annex which are declared for free circulation into the Community from Mauritius during the period from 1 January 2008 to 31 December 2008.

Article 3

The quantities set out in the Annex to this Decision shall be managed in accordance with Articles 308a, 308b and 308c of Regulation (EEC) No 2454/93.

Article 4

The customs authorities of Mauritius shall take the necessary measures to carry out quantitative checks on exports of the products referred to in Article 1.

To that end, all the EUR.1 movement certificates they issue in relation to those products shall bear a reference to this Decision. The competent authorities of Mauritius shall forward to the Commission a quarterly statement of the quantities in respect of which EUR.1 movement certificates have been issued pursuant to this Decision and the serial numbers of those certificates.

Article 5

Box 7 of EUR.1 movement certificates issued under this Decision shall contain the following:

'Derogation — Decision C(2008) 3568'.

Article 6

This Decision shall apply from 1 January 2008.

It shall apply until the rules of origin set out in Annex II to Regulation (EC) No 1528/2007 are superseded by those annexed to any agreement with Mauritius when that agreement is either provisionally applied, or enters into force, whichever is the earlier, but in any event this Decision shall not apply after 31 December 2008.

Article 7

This Decision is addressed to the Member States.

Done at Brussels, 17 July 2008.

For the Commission

László KOVÁCS

Member of the Commission

⁽¹⁾ OJ L 253, 11.10.1993, p. 1. Regulation as last amended by Regulation (EC) No 214/2007 (OJ L 62, 1.3.2007, p. 6).

ANNEX

Order No	CN code	Description of goods	Period	Quantities
09.1668	1604 14 11, 1604 14 18, 1604 20 70	Preserved tuna ⁽¹⁾	1.1.2008 to 31.12.2008	3 000 tonnes
09.1669	1604 14 16	Tuna loins	1.1.2008 to 31.12.2008	600 tonnes

⁽¹⁾ In any form of packaging whereby the product is considered as preserved within the meaning of HS heading 1604.

COMMISSION DECISION
of 22 July 2008
on the appointment of members of the Group of Experts on Trafficking in Human Beings
(2008/604/EC)

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to Commission Decision 2007/675/EC of 17 October 2007 setting up the Group of Experts on Trafficking in Human Beings ⁽¹⁾, and in particular Article 3 thereof,

Whereas:

- (1) The group of experts should be composed of 21 members.
- (2) The members of the group of experts should be appointed from specialists with expertise and experience in the fight against trafficking in human beings, including its labour dimension.
- (3) Up to 11 members taken from administrations of the Member States should be appointed by the Commission on the proposal of Member States.
- (4) Up to 5 members taken from inter-governmental, international and non-governmental organisations active at European level, up to 4 members taken from social partners and employers' associations operating at European level, and up to 2 members taken from individuals with experience deriving from academic research should be appointed by the Commission from among those who have responded to the call for applications.
- (5) The Commission published a call for applications with a view to listing candidates to make up the group of experts on 19 January 2008 ⁽²⁾.
- (6) The Commission has conducted a selection procedure on the applications received. When assessing applications, the Commission has taken into account the criteria listed in the call for applications, and in particular under point 2 thereof.
- (7) It is advisable that the group of experts should include four additional members taken from inter-governmental,

international and non-governmental organisations active at European level, to compensate for the lack of applications received from social partners and employers' associations operating at European level, so as to ensure a balanced topical and geographical representation and to make up the total of 21 members originally envisaged.

- (8) One member of the group has been appointed by Europol,

HAS ADOPTED THIS DECISION:

Article 1

Decision 2007/675/EC is amended as follows:

Article 3, paragraph 2 letter (b) is replaced by the following:

'(b) inter-governmental, international and non-governmental organisations active at European level with well documented expertise and experience in the area of trafficking in human beings (up to 9 members).'

Article 2

The Commission appoints the following members of the Group of Experts on Trafficking in Human Beings:

1. Members appointed pursuant to Article 3 paragraph 2, letter (a) of Commission Decision 2007/675/EC:

Mr Jan AUSTAD

Mr Sandi ČURIN

Ms Rita THEODOROU SUPERMAN

Mr Luís GOUVEIA

Ms Jelena KAMINSKA

Mr Glynn RANKIN

Ms Bärbel Heide UHL

Mr Floris VAN DIJK

Ms Kajsa WAHLBERG

⁽¹⁾ OJ L 277, 20.10.2007, p. 29.

⁽²⁾ OJ C 14, 19.1.2008, p. 27.

2. Members appointed pursuant to Article 3 paragraph 2, letter (b), of Commission Decision 2007/675/EC, as amended by the present Decision:

Ms Antonia BALKANSKA LAVINE

Ms Stana BUCHOWSKA

Mr Marco BUFO

Ms Muireann O BRIAIN

Mr Martijn PLUIM

Ms Evelyn PROBST

Ms Klara SKRIVANKOVA

Ms Patsy SÖRENSEN

Ms Liliana SORRENTINO

3. Members appointed pursuant to Article 3 paragraph 2, letter (e), of Commission Decision 2007/675/EC:

Mr Ryszard PIOTROWICZ

Ms Georgina VAZ CABRAL

Article 3

The Commission takes note of the appointment of Mr Steve HARVEY by Europol as member of the Group of Experts on Trafficking in Human beings pursuant to Article 3 paragraph 2, letter (d) and paragraph 3 of Commission Decision 2007/675/EC.

Article 4

Members of the Group of Experts are appointed in a personal capacity for a 3-year renewable period.

Article 5

Following the selection procedure, applicants deemed suitable candidates for membership in the group, but who are not appointed to be members of the Group of Experts shall be placed on a reserve list with their consent.

Article 6

The names of members appointed shall be published in the *Official Journal of the European Union*.

Article 7

The decision shall take effect on the day after its adoption.

Done at Brussels, 22 July 2008.

For the Commission

Jacques BARROT

Vice-President

ACTS ADOPTED BY BODIES CREATED BY INTERNATIONAL AGREEMENTS

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<http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29fdocstts.html>

Regulation No 34 of the Economic Commission for Europe of the United Nations (UN/ECE) — Uniform provisions concerning the approval of vehicles with regard to the prevention of fire risks**Addendum 33: Regulation No 34****Revision 1**

Incorporating all valid text up to:

Supplement 2 to the 02 series of amendments — Date of entry into force: 11 June 2007

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1. SCOPE

This Regulation applies:

- 1.1. PART I: to the approval of vehicles of categories M, N and O ⁽¹⁾ with regard to the tank(s) for liquid fuel.
- 1.2. PART II: at the request of the manufacturer to the approval of vehicles of categories M, N and O approved to Part I of this Regulation fitted with liquid fuel tank(s) with regard to the prevention of fire risks in the event of a frontal and/or lateral and/or rear collision.
- 1.3. At the request of the manufacturer, vehicles other than those above mentioned in paragraph 1.2 may be approved under this Regulation.

2. APPLICATION FOR APPROVAL

- 2.1. The application for approval of a vehicle type to a part of this Regulation shall be submitted by the vehicle manufacturer or by his duly accredited representative.
- 2.2. It shall be accompanied by the undermentioned documents in triplicate and by the following particulars:
 - 2.2.1. a detailed description of the vehicle type with respect to the items specified in paragraph 4.2 and/or 7.2. The numbers and/or symbols identifying the engine type and the vehicle type must be specified;
 - 2.2.2. drawing(s) showing the characteristics of the fuel tank and specifying the material from which it is made;
 - 2.2.3. a diagram of the entire fuel feed systems, showing the site of each component on the vehicle; and
 - 2.2.4. for application pursuant to Part II of this Regulation, a diagram of the electrical installation showing its siting and its mode of attachment to the vehicle.
- 2.3. The following must be submitted to the technical service responsible for conducting the type-approval tests:
 - 2.3.1. a vehicle representative of the vehicle type to be approved or the parts of the vehicle which the technical service deems necessary for approval tests;
 - 2.3.2. in the case of a vehicle equipped with a tank made of a plastic material: seven additional tanks, with their accessories;
 - 2.3.3. in the case of a vehicle equipped with a tank made of another material: two additional tanks, with their accessories.

3. APPROVAL

- 3.1. If the vehicle submitted for approval pursuant to this Regulation meets the requirements of Part I and/or Part II below, approval of that vehicle type shall be granted.

⁽¹⁾ As defined in Annex VII to the Consolidated Resolution on the Construction of Vehicles (R.E.3), (document TRANS/WP.29/78/Rev.1/Amend.2 as last amended by Amend.4).

- 3.2. Each type approved shall be assigned an approval number whose first two digits shall constitute the number of the most recent series of amendments incorporated in the Regulation on the date of issue of the approval. A Contracting Party may however assign the same approval number to several vehicle types as defined in paragraph 4.2 and/or 7.2 if the types are variants of the same basic model and provided that each type is separately tested and found to comply with the conditions of this Regulation.
- 3.3. Notice of approval or of refusal of approval of a vehicle type pursuant to this Regulation shall be communicated to the Parties to the Agreement which apply this Regulation by means of a form conforming to the model in Annex I to this Regulation and of drawings, giving the particulars referred to in paragraphs 2.2.2, 2.2.3 and 2.2.4 above (supplied by the applicant for approval) in a format not exceeding A 4 (210 × 297 mm) or folded to that format and on an appropriate scale.
- 3.4. There shall be affixed, conspicuously and in a readily accessible place specified on the approval form, to every vehicle conforming to a vehicle type approved under this Regulation, an international approval mark consisting of:
- 3.4.1. a circle surrounding the letter 'E' followed by the distinguishing number of the country which has granted approval ⁽²⁾;
- 3.4.2. the number of this Regulation, followed 'RI', if the vehicle is approved pursuant part I of the Regulation, or by 'RII' if the vehicle is approved pursuant parts I and II of the Regulation, a dash and the approval number to the right of the circle prescribed in paragraph 3.4.1.
- 3.5. If the vehicle conforms to a vehicle type approved, under one or more other Regulations annexed to the Agreement, in the country which has granted approval under this Regulation, the symbol prescribed in paragraph 3.4.1 need not be repeated; in such a case the additional numbers, approval numbers and symbols of all the Regulations under which approval has been granted in the country which has granted approval under this Regulation shall be placed in vertical columns to the right of the symbol prescribed in paragraph 3.4.1.
- 3.6. The approval mark shall be clearly legible and indelible.
- 3.7. The approval mark shall be placed close to or on the vehicle data plate affixed by the manufacturer.
- 3.8. Annex II to this Regulation gives examples of arrangements of the approval mark.

⁽²⁾ 1 for Germany, 2 for France, 3 for Italy, 4 for the Netherlands, 5 for Sweden, 6 for Belgium, 7 for Hungary, 8 for the Czech Republic, 9 for Spain, 10 for Serbia and Montenegro, 11 for the United Kingdom, 12 for Austria, 13 for Luxembourg, 14 for Switzerland, 15 (vacant), 16 for Norway, 17 for Finland, 18 for Denmark, 19 for Romania, 20 for Poland, 21 for Portugal, 22 for the Russian Federation, 23 for Greece, 24 for Ireland, 25 for Croatia, 26 for Slovenia, 27 for Slovakia, 28 for Belarus, 29 for Estonia, 30 (vacant), 31 for Bosnia and Herzegovina, 32 for Latvia, 33 (vacant), 34 for Bulgaria, 35 (vacant), 36 for Lithuania, 37 for Turkey, 38 (vacant), 39 for Azerbaijan, 40 for The former Yugoslav Republic of Macedonia, 41 (vacant), 42 for the European Community (Approvals are granted by its Member States using their respective ECE symbol), 43 for Japan, 44 (vacant), 45 for Australia, 46 for Ukraine, 47 for South Africa and 48 for New Zealand. Subsequent numbers shall be assigned to other countries in the chronological order in which they ratify or accede to the Agreement Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, and the numbers thus assigned shall be communicated by the Secretary-General of the United Nations to the Contracting Parties to the Agreement.

PART I — APPROVAL OF VEHICLE WITH REGARDS TO ITS FUEL TANKS

4. DEFINITIONS

For the purposes of this Part of the Regulation:

- 4.1. 'approval of a vehicle' means the approval of a vehicle type with regard to the liquid fuel tanks;
- 4.2. 'vehicle type' means vehicles which do not differ in such essential respects as:
 - 4.2.1. the structure, shape, dimensions and materials (metal/plastic) of the tank(s);
 - 4.2.2. in vehicles of category M1 ⁽¹⁾ the position of the tank(s) in the vehicle in so far as it has a negative effect on the requirements of paragraph 5.10;
- 4.3. 'passenger compartment' means the space for occupant accommodation bounded by the roof, floor, side walls, doors, outside glazing, front bulkhead, and the plane of the rear compartment bulkhead or the plane of the rear seat back support;
- 4.4. 'tank' means the tank(s) designed to contain the liquid fuel, as defined in paragraph 4.6, used primarily for the propulsion of the vehicle excluding its accessories (filler pipe, if it is a separate element, filler hole, cap, gauge, connections to the engine or to compensate interior excess pressure, etc.);
- 4.5. 'capacity of the fuel tank' means the fuel tank capacity as specified by the manufacturer; and
- 4.6. 'liquid fuel' means a fuel which is liquid in normal conditions of temperature and pressure.

5. REQUIREMENTS FOR LIQUID FUEL TANKS

- 5.1. Tanks must be made so as to be corrosion-resistant.
- 5.2. Tanks must satisfy, when equipped with all accessories, which are normally attached to them, the leakage tests carried out according to paragraph 6.1 at a relative internal pressure equal to double the working overpressure, but in any event not less than an overpressure of 0,3 bar.

Tanks for vehicles made of a plastic material are considered as meeting this requirement if they have passed the test described in Annex V, paragraph 2.
- 5.3. Any excess pressure or any pressure exceeding the working pressure must be compensated automatically by suitable devices (vents, safety valves, etc.).
- 5.4. The vents must be designed in such a way as to prevent any fire risk. In particular, any fuel, which may leak when the tank(s) is (are) being filled must not be able to fall on the exhaust system. It shall be channelled to the ground.
- 5.5. The tank(s) must not be situated in, or form, a surface (floor, wall, bulkhead) of the passenger compartment or other compartment integral with it.

- 5.6. A partition must be provided to separate the occupant compartment from the tank(s). The partition may contain apertures (e.g. to accommodate cables) provided they are so arranged that fuel cannot flow freely from the tank(s) into the occupant compartment or other compartment integral with it during normal conditions of use.
- 5.7. Every tank must be securely fixed and so placed as to ensure that any fuel leaking from the tank or its accessories will escape to the ground and not into the occupant compartment during normal conditions of use.
- 5.8. The filler hole must not be situated in the occupant compartment, in the luggage compartment or in the engine compartment.
- 5.9. The fuel must not escape through the tank cap or through the devices provided to compensate excess pressure during the foreseeable course of operation of the vehicle. In the case of overturning of the vehicle, a drip may be tolerated provided that it does not exceed 30 g/min; this requirement must be verified during the test prescribed in paragraph 6.2.
- 5.9.1. The fuel filler cap must be fixed to the filler pipe.
- 5.9.1.1. The requirements of paragraph 5.9.1 will be deemed to be satisfied if provision is made to prevent excess evaporative emissions and fuel spillage caused by a missing fuel filler cap;
- This may be achieved using one of the following:
- 5.9.1.1.1. an automatically opening and closing, non-removable fuel filler cap;
- 5.9.1.1.2. design features which avoid excess evaporative emissions and fuel spillage in the case of a missing fuel filler cap;
- 5.9.1.1.3. any other provision which has the same effect. Examples may include, but are not limited to, a tether filler cap, a chained filler cap or one utilising the same locking key for the filler cap and for the vehicle's ignition. In this case, the key shall be removable from the filler cap only in the locked condition. However, the use of tethered or chained filler cap by itself is not sufficient for vehicles other than those of categories M1 and N1.
- 5.9.2. The seal between the cap and the filler pipe must be retained securely in place. The cap must latch securely in place against the seal and filler pipe when closed.
- 5.10. Tanks must be installed in such a way as to be protected from the consequences of an collision to the front or the rear of the vehicle; there shall be no protruding parts, sharp edges, etc. near the tank.
- 5.11. The fuel tank and its accessory parts shall be designed and installed in the vehicle in such a way that any ignition hazard due to static electricity shall be avoided. If necessary, measure(s) for charge dissipation shall be provided. The manufacturer shall demonstrate to the technical service the measure(s) which guarantee the fulfilling of these requirements.
- 5.12. The fuel tank(s) shall be made of a fire-resistant metallic material. It (they) may be made of a plastics material provided the requirements of annex V are complied with.

6. TESTS OF LIQUID FUEL TANKS

6.1. Hydraulic test

The tank must be subjected to a hydraulic internal pressure test which must be carried out on an isolated unit complete with all its accessories. The tank must be completely filled with a non-flammable liquid (water, for example). After all communication with the outside has been cut off, the pressure must be gradually increased, through the pipe connection through which fuel is fed to the engine, to a relative internal pressure equal to double the working pressure used and in any case to not less than an excess pressure of 0,3 bar, which must be maintained for one minute. During this time the tank shell must not crack or leak; however, it may be permanently deformed.

6.2. Overturn test

6.2.1. The tank and all its accessories must be mounted on to a test fixture in a manner corresponding to the mode of installation on the vehicle for which the tank is intended: this also applies to systems for the compensation of the interior excess pressure.

6.2.2. The test fixture shall rotate about an axis lying parallel to the longitudinal vehicle axis.

6.2.3. The test will be carried out with the tank filled to 90 per cent of its capacity and also 30 per cent of its capacity with a non-flammable liquid having a density and a viscosity close to those of the fuel normally used (water may be accepted).

6.2.4. The tank must be turned from its installed position 90° to the right. The tank must remain in this position for at least five minutes. The tank must then be turned 90° further in the same direction. The tank must be held in this position, in which it is completely inverted, for at least another five minutes. The tank must be rotated back to its normal position. Testing liquid that has not flowed back from the venting system into the tank must be drained and replenished if necessary. The tank must be rotated 90° in the opposite direction and left for at least five minutes in this position.

The tank must be rotated 90° further in the same direction. This completely inverted position must be maintained for at least five minutes. Afterwards the tank must be rotated back to its normal position.

The rotation rate for each successive increment of 90° shall take place in any time interval from 1 to 3 minutes.

PART II — APPROVAL OF VEHICLE WITH REGARD TO THE PREVENTION OF FIRE RISKS IN THE EVENT OF COLLISION

7. DEFINITIONS

For the purposes of this Part of the Regulation:

7.1. 'approval of a vehicle' means the approval of a vehicle type with regard to the prevention of fire risks;

7.2. 'vehicle type' means vehicles which do not differ in such essential respects as:

7.2.1. the structure, shape, dimensions and materials (metal/plastic) of the tank(s);

7.2.2. in vehicles of category M1 ⁽¹⁾ the position of the tank(s) in the vehicle in so far as it has a negative effect on the requirements of paragraph 5.10;

- 7.2.3. the characteristics and siting of the fuel feed system (pump, filters, etc.); and
- 7.2.4. the characteristics and siting of the electrical installation in so far as they have an effect on the results of the collision tests prescribed in this Regulation;
- 7.3. 'transverse plane' means the vertical transverse plane perpendicular to the median longitudinal plane of the vehicle;
- 7.4. 'unladen mass' means the mass of the vehicle in running order, unoccupied and unladen but complete with fuel, coolant, lubricants, tools and a spare wheel (if provided as standard equipment by the vehicle manufacturer).
8. REQUIREMENTS FOR INSTALLATION OF AN APPROVED LIQUID FUEL TANK
- 8.1. Fuel installation
- 8.1.1. the tanks for liquid fuel shall be approved according to Part I of this Regulation.
- 8.1.2. The components of the fuel installation shall be adequately protected by parts of the frame or bodywork against contact with possible obstacles on the ground. Such protection shall not be required if the components beneath the vehicle are further from the ground than the part of the frame or bodywork in front of them.
- 8.1.3. The pipes and all other parts of the fuel installation shall be accommodated on the vehicle at sites protected to the fullest possible extent. Twisting and bending movements, and vibrations of the vehicle's structure or drive unit, shall not subject the components of the fuel installation to friction, compression or any other abnormal stress.
- 8.1.4. The connections of pliable or flexible pipes with rigid parts of components of the fuel installation shall be so designed and constructed as to remain leak-proof under the various conditions of use of the vehicle, despite twisting and bending movements and despite vibrations of the vehicle's structure or drive unit.
- 8.1.5. If the filler hole is situated on the side of the vehicle, the filler cap shall not, when closed, project beyond the adjacent surfaces of the bodywork.
- 8.2. Electrical installation
- 8.2.1. Electric wires other than wires accommodated in hollow components shall be attached to the vehicle's structure or walls or partitions near which they lead. The points at which they pass through walls or partitions shall be satisfactorily protected to prevent cutting of the insulation.
- 8.2.2. The electrical installation shall be so designed, constructed and fitted that its components are able to resist the corrosion phenomena to which they are exposed.
9. TESTS ON THE VEHICLE
- In the frontal-impact test against a barrier carried out by the procedure specified in Annex III to this Regulation, in the lateral impact test performed according to the procedure described in Annex IV of Regulation No 95, 01 series of amendments, and in the rear-end impact test carried out by the procedure specified in Annex IV hereto,
- 9.1. no more than a slight leakage of liquid in the fuel installation shall occur on collision;

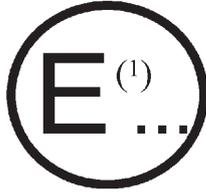
- 9.2. if there is continuous leakage in the fuel installation after the collision, the rate-of leakage must not exceed 30 g/min; if the liquid from the fuel installation mixes with liquids from the other systems, and if the several liquids cannot be easily separated and identified, the continuous leakage shall be evaluated from all the fluids collected;
- 9.3. no fire maintained by the fuel shall occur.
- 9.4. During and after the impacts described in paragraph 9 above, the battery must be kept in position by its securing device.
- 9.5. At the request of the manufacturer, the frontal collision test set out in Annex III of this Regulation can be replaced by the test procedure described in Annex III of Regulation No 94, 01 series of amendments.
10. MODIFICATIONS OF THE VEHICLE TYPE
- 10.1. Every modification of the vehicle type shall be notified to the administrative department which approved the vehicle type. The department may then either:
- 10.1.1. consider that the modifications made are unlikely to have appreciable adverse effects, and that in any case the vehicle still meets the requirements; or
- 10.1.2. require a further test report from the technical service responsible for conducting the tests.
- 10.2. Without prejudice to the provisions of paragraph 10.1 above, a variant of the vehicle whose unladen mass does not differ by more than ± 20 per cent from that of the approval-tested vehicle shall not be regarded as a modification of the vehicle type.
- 10.3. Notice of confirmation of approval or of refusal of approval, specifying the modifications shall be communicated by the procedure specified in paragraph 3.3 above to the Parties to the Agreement which apply this Regulation.
11. CONFORMITY OF PRODUCTION
- The Conformity of Production procedures shall comply with those set out in the Agreement, Appendix 2 (E/ECE/324-E/ECE/TRANS/505/Rev.2), with the following requirements:
- 11.1. Every vehicle bearing an approval mark as prescribed under this Regulation shall conform to the vehicle type approved and satisfy the requirements of Part I and/or Part II above.
- 11.2. In order to verify conformity as prescribed in paragraph 11.1 above, a sufficient number of serially-produced vehicles bearing the approval mark required by this Regulation shall be subjected to random checks.
- 11.3. As a general rule, the conformity of the vehicle with the approved type shall be checked on the basis of the description given in the approval form and its Annexes. However, the vehicle shall if necessary be subjected to the checks prescribed in paragraph 6 above.
12. PENALTIES FOR NON-CONFORMITY OF PRODUCTION
- 12.1. The approval granted in respect of a vehicle type pursuant to this Regulation may be withdrawn if the requirement laid down in paragraph 11.1 above is not complied with or if the vehicle has failed to pass the checks prescribe in paragraph 9 above.

- 12.2. If a Party to the Agreement which applies this Regulation withdraws an approval it has previously granted, it shall forthwith notify the other Parties to the Agreement which apply this Regulation thereof by means of a copy of the communication form conforming to the model in Annexes I or II to this Regulation.
13. TRANSITIONAL PROVISIONS
- 13.1. As from the official date of entry into force of the 02 series of amendments, no Contracting Party applying this Regulation shall refuse to grant ECE approval under this Regulation as amended by the 02 series of amendments.
- 13.2. As from 12 months after the date of entry into force of the 02 series of amendments, Contracting Parties applying this Regulation shall grant ECE approvals only if vehicle type to be approved meets the requirements of this Regulation as amended by the 02 series of amendments.
- 13.3. Until 12 months after the date of entry into force of the 02 series of amendments to this Regulation, no Contracting Party applying this Regulation shall refuse national type approval of a vehicle type approved to the preceding series of amendments to this Regulation.
- 13.4. Starting 24 months after the entry into force of the 02 series of amendments to this Regulation, Contracting Parties applying this Regulation may refuse first national registration (first entry into service) of a vehicle which does not meet the requirements of the 02 series of amendments to this Regulation.
14. NAMES AND ADDRESSES OF TECHNICAL SERVICES CONDUCTING APPROVAL TESTS, AND OF ADMINISTRATIVE DEPARTMENTS
- The Parties to the Agreement which apply this Regulation shall communicate to the Secretariat of the United Nations the names and addresses of the technical services conducting approval tests and of the administrative departments which grant approval and to which forms certifying approval or refusal or withdrawal of approval, issued in other countries, are to be sent.
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ANNEX I

COMMUNICATION

(Maximum format: A4 (210 × 297 mm))



issued by: Name of administration:
.....
.....
.....

concerning: (2) APPROVAL GRANTED
APPROVAL EXTENDED
APPROVAL REFUSED
APPROVAL WITHDRAWN
PRODUCTION DEFINITELY DISCONTINUED

of a vehicle type with regard: to the tank for liquid fuel
to the prevention of fire risks in the event of frontal/lateral/rear (2) collision

pursuant to Regulation No 34.

Approval No: Extension No:

- 1. Trade name or mark of the power-driven vehicle:
2. Vehicle type:
3. Manufacturer's name and address:
4. If applicable, name and address of manufacturer's representative:
5. Kind of engine: positive-ignition/diesel (2)
6. Site of engine: front/rear/centre (2)
7. Brief description of fuel tank and fuel:
7.1. Characteristics and site of fuel tank:
7.2. For fuel tanks made of a plastic material, state material and trade name or mark:
7.3. Characteristics of fuel installation (site, connections, etc.):
8. Description of electrical installation (site attachment, protection, etc.):
9. Description of the impact tests:
Frontal (Type/Approval or report number):
Side (Type/Approval or report number):
Rear (Type/Approval or report number):

(1) Distinguishing number of the country which has granted/extended/refused/withdrawn/ the approval (see approval provisions in the Regulation).
(2) Strike out what does not apply.

- 10. Vehicle submitted for approval on:
- 11. Technical service responsible for conducting approval tests:
- 12. Date of report issued by that service:
- 13. Number of report issued by that service:
- 14. Approval granted/extended/refused/withdrawn ⁽¹⁾
- 15. Position of approval mark on the vehicle:
- 16. Place:
- 17. Date:
.....
- 18. Signature:
- 19. The following documents, bearing the approval number shown above, are annexed to this communication:

drawings and layout diagrams of the fuel tank, the fuel installation, the electrical installation, and other components of importance for the purposes of this Regulation.

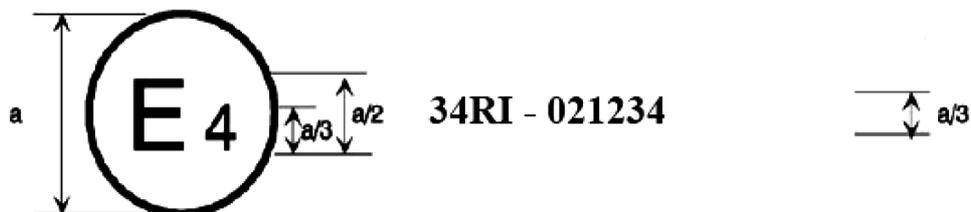
⁽¹⁾ Strike out what does not apply.

ANNEX II

ARRANGEMENTS OF APPROVAL MARKS

MODEL A

(see paragraph 3.4. of this Regulation)

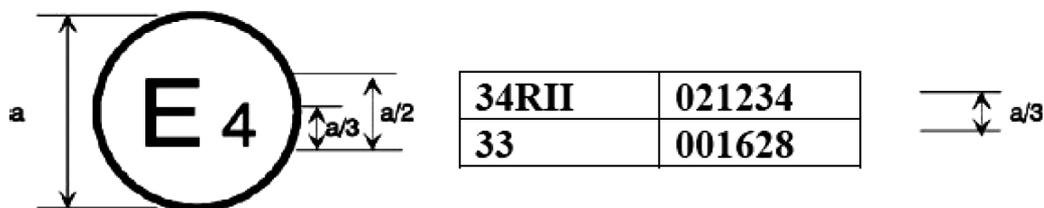


a = 8 mm min.

The above approval mark affixed to a vehicle shows that the type concerned was approved in the Netherlands (E4) pursuant to Part I of Regulation No 34 under approval No 021234. The first two digits (02) of the approval number indicate that the approval was granted in accordance with the requirements of Regulation No 34 as amended by the 02 series of amendments.

MODEL B

(See paragraph 3.5. of this Regulation)



a = 8 mm min.

The above approval mark affixed to a vehicle shows that the type concerned was approved in the Netherlands (E4) pursuant to Regulations Nos 34 Parts I and II and 33⁽¹⁾. The approval numbers indicated that, at the date when the respective approvals were given, Regulation No 34 included the 02 series of amendments and Regulation No 33 was still in its original form.

⁽¹⁾ The second number is given merely as an example.

ANNEX III

Frontal-collision test against a barrier

1. PURPOSE AND SCOPE

The purpose of this test is to simulate the conditions of frontal collision against a fixed obstacle or by another vehicle approaching from the opposite direction.

2. INSTALLATIONS, PROCEDURES AND MEASURING INSTRUMENTS

2.1. Testing ground

The test area shall be large enough to accommodate the run-up track, barrier and technical installations necessary for the test. The last part of the track, for at least 5 m before the barrier, must be horizontal, flat and smooth.

2.2. Barrier

The barrier consists of a block of reinforced concrete not less than 3 m wide in front and not less than 1.5 m high. The barrier must be of such thickness that it weighs at least 70 tonnes. The front face must be vertical, perpendicular to the axis of the run-up track, and covered with plywood boards 2 cm thick in good condition. The barrier shall be either anchored in the ground or placed on the ground with, if necessary, additional arresting devices to limit its displacement. A barrier with different characteristics, but giving results at least equally conclusive, may likewise be used.

2.3. Propulsion of vehicle

At the moment of collision, the vehicle must no longer be subject to the action of any additional steering or propelling device. It must reach the obstacle on a course perpendicular to the collision wall; the maximum lateral misalignment tolerated between the vertical median line of the front of the vehicle and the vertical median line of the collision wall is ± 30 cm.

2.4. State of vehicle

2.4.1. The vehicle under test shall either be fitted with all the normal components and equipment included in its unladen kerb weight or be in such condition as to fulfil this requirement so far as the components and equipment affecting fire risks are concerned.

2.4.2. If the vehicle is driven by external means, the fuel installation must be filled to at least 90 per cent of its capacity either with fuel or with a non-inflammable liquid having a density and a viscosity close to those of the fuel normally used. All other systems (brake fluid header tanks, radiator, etc.) may be empty.

2.4.3. If the vehicle is driven by its own engine, the fuel tank must be at least 90 per cent full. All other liquid-holding tanks may be filled to capacity.

2.4.4. If the manufacturer so requests, the technical service responsible for conducting the tests may allow the same vehicle as is used for tests prescribed by other Regulations (including tests capable of affecting its structure) to be used also for the tests prescribed by this Regulation.

2.5. Velocity on collision

The velocity on collision must be between 48.3 km/h and 53.1 km/h. However, if the test has been carried out at a higher collision velocity and the vehicle has satisfied the conditions prescribed, the test shall be considered satisfactory.

2.6. Measuring instruments

The instrument used to record the speed referred to in paragraph 2.5. above shall be accurate to within one per cent.

3. EQUIVALENT TEST METHODS

3.1. Equivalent test methods are permitted provided that the conditions referred to in this Regulation can be observed either entirely by means of the substitute test or by calculation from the results of the substitute test.

3.2. If a method other than that described in paragraph 2. above is used its equivalence must be demonstrated.

ANNEX IV

Procedure for rear-end collision test

1. PURPOSE AND SCOPE

1.1. The purpose of the test is to simulate the conditions of rear-end collision by another vehicle in motion.

2. INSTALLATIONS, PROCEDURES AND MEASURES INSTRUMENTS

2.1. Testing ground

The test area shall be large enough to accommodate the impactor (striker) propulsion system and to permit after-collision displacement of the vehicle struck and installation of the test equipment. The part in which vehicle collision and displacement occur shall be horizontal, flat and smooth and have a coefficient of friction of not less than 0.5.

2.2. Impactor (striker)

2.2.1. The impactor shall be of steel and of rigid construction.

2.2.2. The impacting surface shall be flat, not less than 2 500 mm wide, and 800 mm high, and its edges shall be rounded to a radius of curvature of between 40 and 50 mm. It shall be clad with a layer of plywood 20 mm thick.

2.2.3. At the moment of collision the following requirements shall be met:

2.2.3.1. the impacting surface shall be vertical and perpendicular to the median longitudinal plane of the vehicle struck;

2.2.3.2. the direction of movement of the impactor shall be substantially horizontal and parallel to the median longitudinal plane of the vehicle struck;

2.2.3.3. the maximum lateral deviation tolerated between the median vertical line of the surface of the impactor and the median longitudinal plane of the vehicle struck shall be 300 mm. In addition, the impacting surface shall extend over the entire width of the vehicle struck;

2.2.3.4. the ground clearance of the lower edge of the impacting surface shall be 175 ± 25 mm.

2.3. Propulsion of the impactor

The impactor may either be secured to a carriage (moving barrier) or form part of a pendulum.

2.4. Special provisions applicable where a moving barrier is used

2.4.1. If the impactor is secured to a carriage (moving barrier) by a restraining element, the latter must be rigid and be incapable of being deformed by the collision; the carriage shall at the moment of collision be capable of moving freely and no longer be subject to the action of the propelling device.

2.4.2. The velocity of collision shall be between 35 and 38 km/h.

2.4.3. The aggregate weight (mass) of carriage and impactor shall be $1\,100 \pm 20$ kg.

2.5. Special provisions applicable where a pendulum is used

2.5.1. The distance between the centre of the impacting face and the axis of rotation of the pendulum shall be not less than 5 m.

2.5.2. The impactor shall be freely suspended by rigid arms rigidly secured to it. The pendulum so constituted shall be substantially incapable of being deformed by the collision.

2.5.3. Arresting gear shall be incorporated in the pendulum to prevent any secondary collision by the impactor on the test vehicle.

2.5.4. At the moment of collision the velocity of the centre of percussion of the pendulum should be between 35 and 38 km/h.

- 2.5.5. The reduced mass 'm_r' at the centre of percussion of the pendulum is defined as a function of the total mass 'm', of the distance 'a' ⁽¹⁾ between the centre of percussion and the axis of rotation, and of the distance 'l' between the centre of gravity and the axis of rotation, by the following equation:

$$m_r = m (l/a)$$

- 2.5.6. The reduced mass m_r shall be 1 100 ± 20 kg.

- 2.6. General provisions relating to the mass and velocity of the impactor

If the test has been conducted at a collision velocity higher than those prescribed in paragraphs 2.4.2 and 2.5.4 and/or with a mass greater than those prescribed in paragraphs 2.4.3 and 2.5.6, and the vehicle has met the requirements prescribed, the test shall be considered satisfactory.

- 2.7. State of vehicle under test

- 2.7.1. The vehicle under test shall either be fitted with all the normal components and equipment included in its unladen kerb weight or be in such condition as to fulfil this requirement so far as the components and equipment affecting fire risks are concerned.

- 2.7.2. The fuel tank must be filled to at least 90 per cent of its capacity either with fuel or with a non-inflammable liquid having a density and a viscosity close to those of the fuel normally used. All other systems (brake fluid header tanks, radiator, etc.) may be empty.

- 2.7.3. A gear may be engaged and the brakes may be applied.

- 2.7.4. If the manufacturer so requests, the following derogation shall be permitted:

- 2.7.4.1. the technical service responsible for conducting the tests may allow the same vehicle as is used for tests prescribed by other Regulations (including tests capable of affecting its structure) to be used also for the tests prescribed by this Regulation; and

- 2.7.4.2. the vehicle may be weighted to an extent not exceeding 10 per cent of its unladen kerb weight with additional weights rigidly secured to the structure in such a way as not to affect the behaviour of the structure of the passenger compartment during the test.

- 2.8. Measuring instruments

The instruments used to record the speed referred to in paragraphs 2.4.2 and 2.5.4 above shall be accurate to within one per cent.

3. EQUIVALENT TEST METHODS

- 3.1. Equivalent test methods are permitted provided that the conditions referred to in this Regulation can be observed either entirely by means of the substitute test or by calculation from the results of the substitute test.

- 3.2. If a method other than that described in paragraph 2 above is used, its equivalence must be demonstrated.

⁽¹⁾ It is recalled that the distance 'a' is equal to the length of the synchronous pendulum under consideration.

ANNEX V

TESTING OF FUEL TANKS MADE OF A PLASTIC MATERIAL

1. COLLISION RESISTANCE

- 1.1. The tank must be filled to its capacity with a water-glycol mixture or with another liquid having a low freezing point, which does not change the properties of the tank material, and must then be subjected to a perforation test.
- 1.2. During this test the tank temperature must be $233\text{ K} \pm 2\text{ K}$ ($-40\text{ °C} \pm 2\text{ °C}$).
- 1.3. A pendulum collision testing fixture must be used for the test. The collision body must be of steel and have the shape of a pyramid with equilateral-triangle faces and a square base, the summit and the edges being rounded to a radius of 3 mm. The centre of percussion of the pendulum must coincide with the centre of gravity of the pyramid; its distance from the axis of rotation of the pendulum must be 1 m. The total mass of the pendulum must be 15 kg. The energy of the pendulum at the moment of collision must be not less than 30 Nm and as close to that value as possible.
- 1.4. The tests must be made on the points of the tank which are regarded as vulnerable to frontal or rear collisions. The points regarded as vulnerable are those which are most exposed or weakest having regard to the shape of the tank or the way in which it is installed on the vehicle. The points selected by the laboratories must be indicated in the test report.
- 1.5. During the test, the tank must be held in position by the fittings on the side or sides opposite the side of collision. No leak must result from the test.
- 1.6. At the choice of the manufacturer, all the impact tests may be carried out on one tank or each may be carried out on a different tank.

2. MECHANICAL STRENGTH

The tank must be tested under the conditions prescribed in paragraph 6.1 of this Regulation for leaks and for rigidity of shape. The tank and all its accessories must be mounted onto a test fixture in a manner corresponding to the mode of installation on the vehicle for which the tank is intended or mounted in the vehicle itself or mounted in a test fixture made by a vehicle section. On request of the manufacturer and with the agreement of the technical service the tank may be tested without using any test fixture. Water at 326 K (53 °C) must be used as the testing fluid and must fill the tank to its capacity. The tank must be subjected to a relative internal pressure equal to double the working pressure and in any case to not less than 30 kPa at a temperature of $326\text{ K} \pm 2\text{ K}$ ($53\text{ °C} \pm 2\text{ °C}$) for a period of five hours. During the test, the tank and its accessories must not crack or leak; however, it may be permanently deformed.

3. FUEL PERMEABILITY

- 3.1. The fuel used for the permeability test must be either the reference fuel specified in Regulation No 83, Annex IX or a commercial premium-grade fuel. If the tank is only designed for installation on vehicles with a compression-ignition engine, the tank shall be filled with diesel fuel.
- 3.2. Prior to the test, the tank must be filled to 50 per cent of its capacity with testing fuel and stored, without being sealed, at an ambient temperature of $313\text{ K} \pm 2\text{ K}$ ($40\text{ °C} \pm 2\text{ °C}$) until the weight loss per unit time becomes constant, but for not more than four weeks (preliminary storage time).
- 3.3. The tank must then be emptied and refilled to 50 per cent of its capacity with test fuel, after which it must be hermetically sealed and be stored at a temperature of $313\text{ K} \pm 2\text{ K}$ ($40\text{ °C} \pm 2\text{ °C}$). The pressure must be adjusted when the contents of the tank have reached the testing temperature. During the ensuing test period of eight weeks, the loss of weight due to diffusion during the test period shall be determined. The maximum permissible average loss of fuel is 20 g per 24 hours of testing time.
- 3.4. If the loss due to diffusion exceeds the value indicated in paragraph 3.3, the test described there must be carried out again, on the same tank, to determine the loss by diffusion at $296\text{ K} \pm 2\text{ K}$ ($23\text{ °C} \pm 2\text{ °C}$) but under the same conditions otherwise. The loss so measured shall not exceed 10 g per 24 hours.

4. RESISTANCE TO FUEL

After the test referred to in paragraph 3, the tank must still meet the requirements set out in paragraphs 1 and 2.

5. RESISTANCE TO FIRE

The tank must be subjected to the following tests.

5.1. For two minutes, the tank, fixed as on the vehicle, must be exposed to flame. There must be no leakage of liquid fuel from the tank.

5.2. Three tests must be made on different tanks filled with fuel as follows:

5.2.1. If the tank is designed for installation on vehicles equipped with either a positive ignition engine or a compression-ignition engine, three tests must be carried out with tanks filled with premium-grade gasoline;

5.2.2. If the tank is only designed for installation on vehicles equipped with a compression-ignition engine, three tests must be carried out with tanks filled with diesel fuel;

5.2.3. For each test the tank and its accessories must be installed in a testing fixture simulating actual installation conditions as far as possible. The method whereby the tank is fixed in the fixture must correspond to the relevant specifications for the vehicle. Vehicle parts which protect the tank and its accessories against exposure to flame or which affect the course of the fire in any way, as well as specified components installed on the tank and plugs must be taken into consideration. All openings must be closed during the test, but venting systems must remain operative. Immediately prior to the test the tank must be filled with the specified fuel to 50 per cent of its capacity.

5.3. The flame to which the tank is exposed must be obtained by burning commercial fuel for positive-ignition engines (hereafter called fuel) in a pan. The quantity of fuel poured into the pan shall be sufficient to permit the flame, under free-burning conditions, to burn for the whole test procedure.

5.4. The pan dimensions must be chosen so as to ensure that the sides of the fuel tank are exposed to the flame. The pan must therefore exceed the horizontal projection of the tank by at least 20 cm, but not more than 50 cm. The sidewalls of the pan must not project more than 8 cm above the level of the fuel at the start of the test.

5.5. The pan filled with fuel must be placed under the tank in such a way that the distance between the level of the fuel in the pan and the tank bottom corresponds to the design height of the tank above the road surface at the unladen mass (see paragraph 7.4). Either the pan, or the testing fixture, or both, must be freely movable.

5.6. During phase C of the test, the pan must be covered by a screen placed $3 \text{ cm} \pm 1 \text{ cm}$ above the fuel level. The screen must be made of a refractory material, as prescribed in Appendix 2. There must be no gap between the bricks and they must be supported over the fuel pan in such a manner that the holes in the bricks are not obstructed. The length and width of the frame must be 2 cm to 4 cm smaller than the interior dimensions of the pan so that a gap of 1 cm to 2 cm exists between the frame and the wall of the pan to allow ventilation.

5.7. When the tests are carried out in the open air, sufficient wind protection must be provided and the wind velocity at fuel-pan level must not exceed 2,5 km/h. Before the test the screen must be heated to $308 \text{ K} \pm 5 \text{ K}$ ($35 \text{ °C} \pm 5 \text{ °C}$). The firebricks may be wetted in order to guarantee the same test conditions for each successive test.

5.8. The test must comprise four phases (see Appendix 1).

5.8.1. Phase A: Pre-heating (Figure 1)

The fuel in the pan must be ignited at a distance of at least 3 m from the tank being tested. After 60 seconds pre-heating, the pan must be placed under the tank.

5.8.2. Phase B: Direct exposure to flame (Figure 2)

For 60 seconds the tank must be exposed to the flame from the freely burning fuel.

5.8.3. Phase C: Indirect exposure to flame (Figure 3)

As soon as phase B has been completed, the screen must be placed between the burning pan and the tank. The tank must be exposed to this reduced flame for a further 60 seconds.

5.8.4. Phase D: End of test (Figure 4)

The burning pan covered with the screen must be moved back to its original position (phase A). If, at the end of the test, the tank is burning, the fire must be extinguished forthwith.

5.9. The results of the test shall be considered satisfactory if no liquid fuel is leaking from the tank.

6. RESISTANCE TO HIGH TEMPERATURE

6.1. The fixture used for the test must match the manner of installation of the tank on the vehicle, including the way in which the tank vent works.

6.2. The tank filled to 50 per cent of its capacity with water at 293 K (20 °C) must be subjected for one hour to an ambient temperature of 368 K \pm 2 K (95 °C \pm 2 °C).

6.3. The results of the test shall be considered satisfactory if, after the test, the tank is not leaking or seriously deformed.

7. MARKINGS ON THE FUEL TANK

The trade name or mark must be affixed to the tank; it must be indelible and clearly legible on the tank when the latter is installed on the vehicle.

Appendix 1

Test of resistance to fire

Figure 1

Phase A: Pre-heating

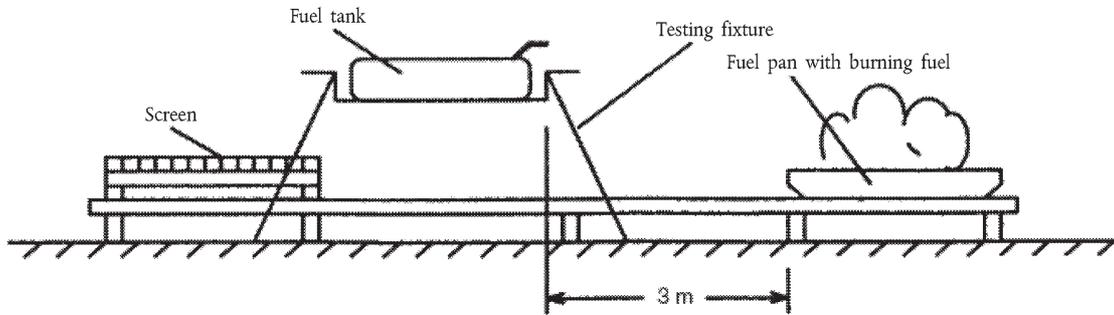


Figure 2

Phase B: Direct exposure to flame

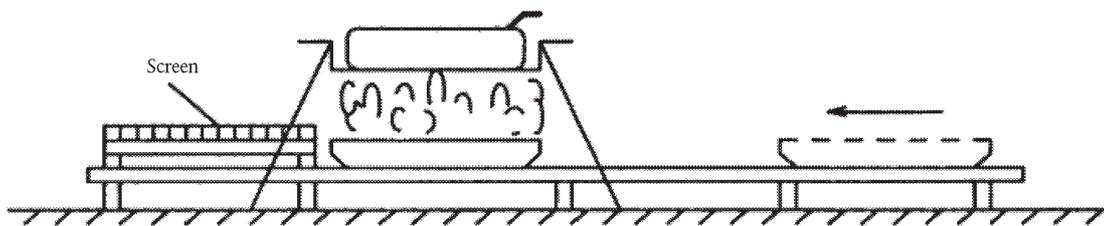


Figure 3

Phase C: Indirect exposure to the flame

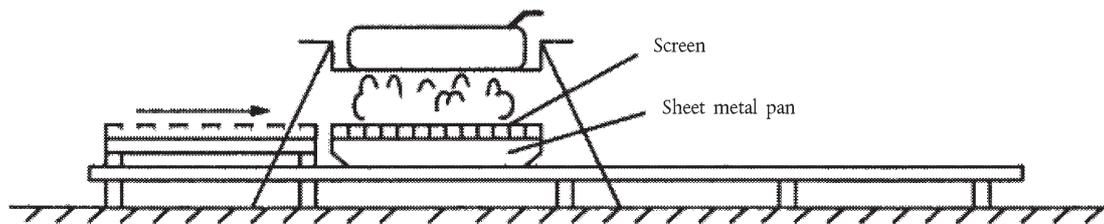
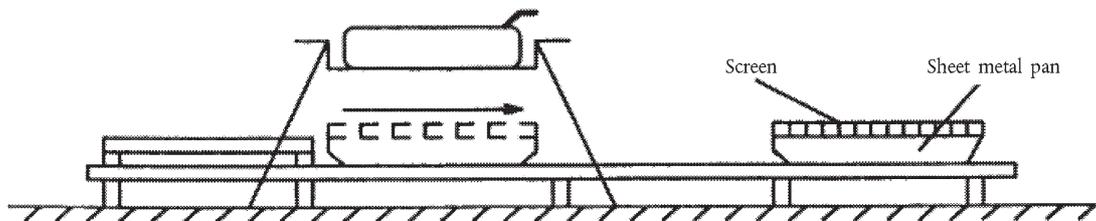


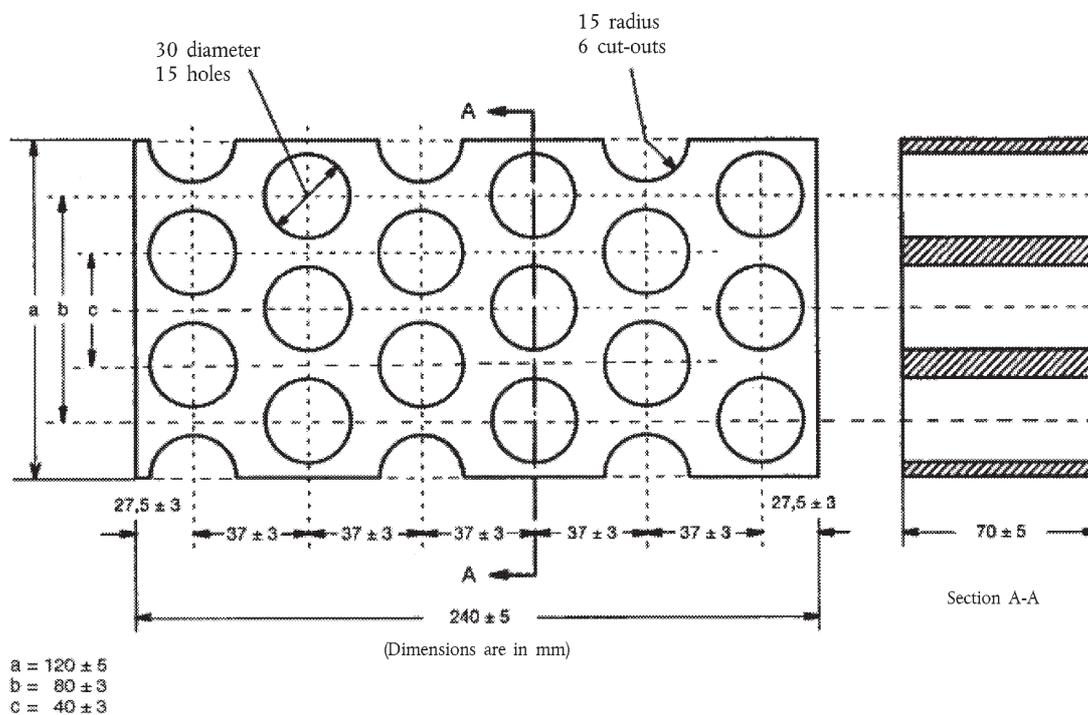
Figure 4

Phase D: End of test



Appendix 2

Dimensions and technical data of firebricks



FIRE RESISTANCE (Seger-Kegel)	SK 30
AL ₂ O ₃ CONTENT	30-33 per cent
OPEN POROSITY (P _o)	20-22 per cent vol.
DENSITY	1 900-2 000 kg/m ³
EFFECTIVE HOLED AREA	44,18 per cent

III

(Acts adopted under the EU Treaty)

ACTS ADOPTED UNDER TITLE V OF THE EU TREATY

COUNCIL DECISION 2008/605/CFSP

of 22 July 2008

implementing Common Position 2004/161/CFSP renewing restrictive measures against Zimbabwe

THE COUNCIL OF THE EUROPEAN UNION,

Having regard to Common Position 2004/161/CFSP⁽¹⁾, and in particular Article 6 thereof, in conjunction with Article 23(2) of the Treaty on European Union,

Whereas:

- (1) By Common Position 2004/161/CFSP, the Council adopted measures, *inter alia*, to prevent the entry into, or transit through the territories of Member States of individuals who engage in activities which seriously undermine democracy, respect for human rights and the rule of law in Zimbabwe and to freeze the funds and economic resources belonging to members of the government of Zimbabwe and to any natural or legal person, entity or body associated with them listed in the Annex to Common Position 2004/161/CFSP.
- (2) Following the violence organised and committed by the Zimbabwean authorities during the presidential election campaign in 2008, which turned the election into a denial of democracy, certain persons and entities should be added to the list set out in the Annex to Common Position 2004/161/CFSP. In addition to their activities seriously undermining democracy, respect for human rights and the rule of law in Zimbabwe, these persons and entities are associated with the regime by their functions or, through their participation in or

encouragement of the violence organised and committed by the Zimbabwean authorities, must be regarded as being associated with the regime,

HAS DECIDED AS FOLLOWS:

Article 1

The persons and entities appearing in the Annex to this Decision shall be added to the list in the Annex to Common Position 2004/161/CFSP.

Article 2

This Decision shall take effect on the date of its adoption.

Article 3

This Decision shall be published in the *Official Journal of the European Union*.

Done at Brussels, 22 July 2008.

For the Council
The President
B. KOUCHNER

⁽¹⁾ OJ L 50, 20.2.2004, p. 66. Common Position as last amended by Decision 2007/455/CFSP (OJ L 172, 30.6.2007, p. 89).

ANNEX

Persons and entities referred to in Article 1

132. Gono, Gideon	Governor of the Reserve Bank of Zimbabwe (central bank)
133. Kazembe, Joyce	Deputy Chairperson of the <i>Zimbabwe Electoral Commission</i>
134. Patel, Bharat	Acting Attorney General
135. Chiwenga, Jocelyn	Businesswoman, married to General Chiwenga, Commander of the Defence Forces
136. Dube, Tshingo	Head of Zimbabwe Defence Industries and Zanu-PF candidate in the parliamentary elections
137. Huni, Munyaradzi	Journalist on the official pro-government newspaper 'The Herald', whipped up the terror campaign before and during the elections
138. Kereke, Munyaradzi	Chief Adviser to the Governor of the Reserve Bank of Zimbabwe
139. Chiremba, Mirirai	Director of Financial Intelligence at the Reserve Bank of Zimbabwe
140. Zvayi, Caesar	Journalist on the official pro-government newspaper 'The Herald', whipped up the terror campaign before and during the elections
141. Chingoka, Peter	Chairman of Zimbabwe Cricket, publicly supported the campaign of terror waged before and during the elections
142. Chimedza, Paul Dr.	President of the Zimbabwe branch of the World Medical Association, has refused assistance to injured members of the MDC (opposition party)
143. Air Vice-Marshals Karakadzai	Harare Metropolitan Province, directly involved in the terror campaign waged before and during the elections
144. Col. C. Sibanda	Bulawayo Province, directly involved in the campaign of terror waged before and during the elections
145. Brigadier General Tarumbwa	Manicaland and Mutare South, directly involved in the campaign of terror waged before and during the elections
146. Col. M Mzilikazi (MID)	Buhera Central, directly involved in the campaign of terror waged before and during the elections
147. Col. Mutsunguma	Headlands, directly involved in the campaign of terror waged before and during the elections
148. Brigadier General Shungu	Mashonaland Central, directly involved in the campaign of terror waged before and during the elections
149. Col. Chipwere	Bindura South, directly involved in the campaign of terror waged before and during the elections
150. Col. F. Mhonda	Rushinga, directly involved in the campaign of terror waged before and during the elections
151. Air Vice-Marshals Muchena	Midlands, directly involved in the campaign of terror waged before and during the elections
152. Air Vice-Marshals Abu Basutu	Matebeleland South, directly involved in the campaign of terror waged before and during the elections
153. Brigadier General Khumalo	Matebeleland North, directly involved in the campaign of terror waged before and during the elections
154. Major-General E A Rugeje	Masvingo Province, directly involved in the campaign of terror waged before and during the elections
155. Col G. Mashava	Chiredzi Central, directly involved in the campaign of terror waged before and during the elections
156. Lt.-Col. Muchono	Mwenezi West, directly involved in the campaign of terror waged before and during the elections

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| 157. Lt.-Col. Mpabanga | Mwenezi East, directly involved in the campaign of terror waged before and during the elections |
| 158. Major R Kwenda | Zaka East, directly involved in the campaign of terror waged before and during the elections |
| 159. Brigadier General Sigauke | Mash West Province, directly involved in the campaign of terror waged before and during the elections |
| 160. Col. Gwekwerere | Chinhoyi, directly involved in the campaign of terror waged before and during the elections |
| 161. Col. C T Gurira | Mhondoro Mubaira, directly involved in the campaign of terror waged before and during the elections |
| 162. Brigadier General D Nyikayaramba | Mashonaland East, directly involved in the campaign of terror waged before and during the elections |
| 163. Brigadier General Rungani | Retired Brigadier General, directly involved in the campaign of terror waged before and during the elections |
| 164. Chinotimba, Joseph | Vice Chairman of the Zimbabwe National Liberation War Veterans Association, leader of Zanu-PF militia |
| 165. Moyo, Gilbert | 'War veteran' implicated in numerous crimes in Mashonaland West (Chegutu), leader of Zanu-PF militia |
| 166. Rangwani, Dani | Detective inspector involved in the torture and detention of MDC supporters, directly involved in the March 2007 violence |
| 167. Jangara, Thomsen | Assistant Police Commissioner based in Southerton, responsible for Harare South district, directly involved in the March 2007 violence |
| 168. Tonderai Matibiri, Innocent | Deputy Police Commissioner; nephew or African 'close cousin' of Mugabe; promoted to a senior position and tipped to become the next Police Commissioner, directly involved in the March 2007 violence |
| 169. Zidco Holdings | Zanu-PF's financial holding company (a.k.a. Zidco Holdings (PVT) Ltd), PO Box 1275, Harare, Zimbabwe |
| 170. Jongwe Printing and Publishing Company (PVT) Ltd | Zanu-PF's publishing arm (a.k.a. Jongwe Printing and Publishing Co., a.k.a. Jongwe Printing and Publishing Company)
14 Austin Road, Coventry Road, Workington, PO Box 5988, Harare, Zimbabwe |
| 171. Cold Comfort Farm Trust Co-operative | Owned by Didymus Mutasa, Grace Mugabe also involved.
7 Cowie Road, Tynwald, Harare, Zimbabwe |
| 172. Zimbabwe Defence Industries | Wholly owned by the government of Zimbabwe. Directors include Leo Mugabe and Solomon Mujuru.
10th floor, Trustee House, 55 Samora Machel Avenue, PO Box 6597, Harare, Zimbabwe. |
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CORRIGENDA

Corrigendum to Commission Decision 2008/582/EC of 8 July 2008 excluding from Community financing certain expenditure incurred by the Member States under the Guarantee Section of the European Agricultural Guidance and Guarantee Fund (EAGGF) and under the European Agricultural Guarantee Fund (EAGF)

(Official Journal of the European Union L 186 of 15 July 2008)

On page 40, add the following Annex:

ANNEX
Budget item 6701

MS	Measure	FY	Reason for correction	Type	%	Currency	Amount	Deductions already made	Financial impact
DE	RD Guarantee	2003	High number of administrative and formal errors	Flat-rate	10,00 %	EUR	- 867 397,00	0,00	- 867 397,00
DE	RD Guarantee	2004	High number of administrative and formal errors	Flat-rate	10,00 %	EUR	- 922 307,00	0,00	- 922 307,00
DE	RD Guarantee	2005	High number of administrative and formal errors	Flat-rate	5,00 %	EUR	- 182 680,00	0,00	- 182 680,00
DE	RD Guarantee	2005	High number of administrative and formal errors	Flat-rate	10,00 %	EUR	- 999 506,00	0,00	- 999 506,00
Total DE							- 2 971 890,00	0,00	- 2 971 890,00
ES	Animal Premia & Arable crops		Reimbursement following partial annulment of Commission Decision 2004/457/EC by the judgement of the Court of Justice in case T-266/04				823 834,00	0,00	823 834,00
ES	Dairy premium	2004	Overrun of the quantitative ceiling	One-off		EUR	- 52 361,34	0,00	- 52 361,34
ES	Fruit and Veg's — Nuts	2005	Late payments for beneficiaries of aid scheme	One-off		EUR	- 14 397 498,21	0,00	- 14 397 498,21
ES	Fruit and Veg's — Nuts	2006	Late payments for beneficiaries of aid scheme	One-off		EUR	- 1 009 945,97	0,00	- 1 009 945,97
ES	Fruit and Veg's — Withdrawals	2004	Non-respect of environmental conditions	One-off		EUR	- 634 839,09	0,00	- 634 839,09
ES	Fruit and Veg's — Withdrawals	2005	Non-respect of environmental conditions	One-off		EUR	- 410 503,12	0,00	- 410 503,12
ES	Fruit and Veg's — Withdrawals	2006	Non-respect of environmental conditions	One-off		EUR	- 546 120,92	0,00	- 546 120,92
ES	Meat Premiums — Bovines	2003	Weaknesses in the on-the-spot checks	Flat-rate	2,00 %	EUR	- 373 751,67	0,00	- 373 751,67
ES	Meat Premiums — Bovines	2004	Weaknesses in the on-the-spot checks	Flat-rate	2,00 %	EUR	- 361 340,41	0,00	- 361 340,41
ES	Meat Premiums — Bovines	2005	Weaknesses in the on-the-spot checks	Flat-rate	2,00 %	EUR	- 354 082,79	0,00	- 354 082,79
ES	Meat Premiums — Bovines	2006	Weaknesses in the on-the-spot checks	Flat-rate	2,00 %	EUR	- 150,72	0,00	- 150,72
Total ES							- 17 316 760,25	0,00	- 17 316 760,25

MS	Measure	FY	Reason for correction	Type	%	Currency	Amount	Deductions already made	Financial impact
FR	Milk Powder for Casein	2003	Failure to comply with production process	Flat-rate	2,00 %	EUR	- 1 069 944,66	0,00	- 1 069 944,66
FR	Milk Powder for Casein	2004	Failure to comply with production process	Flat-rate	2,00 %	EUR	- 1 988 080,56	0,00	- 1 988 080,56
FR	Milk Powder for Casein	2005	Failure to comply with production process	Flat-rate	2,00 %	EUR	- 490 222,38	0,00	- 490 222,38
FR	RD Guarantee Accompanying Measures (area related measures)	2003	Deficiencies in principal checks — control reports not exhaustive with regard to good farming practices	Flat-rate	5,00 %	EUR	- 3 242 982,00	0,00	- 3 242 982,00
FR	RD Guarantee Accompanying Measures (area related measures)	2004	Deficiencies in principal checks — control reports not exhaustive with regard to good farming practices	Flat-rate	5,00 %	EUR	- 432 112,00	0,00	- 432 112,00
FR	RD Guarantee Accompanying Measures (area related measures)	2005	Deficiencies in principal checks — control reports not exhaustive with regard to good farming practices	Flat-rate	5,00 %	EUR	- 68 795,00	0,00	- 68 795,00
						Total FR	- 7 292 136,60	0,00	- 7 292 136,60
GB	Arable Crops	2004	Inappropriate timing of the follow-up rapid field visits, inaccurate determination of the area eligible for payment	Flat-rate	5,00 %	GBP	- 39 302 426,21	0,00	- 39 302 426,21
GB	Arable Crops	2005	Inappropriate timing of the follow-up rapid field visits, inaccurate determination of the area eligible for payment	Flat-rate	5,00 %	GBP	- 15 577 901,94	0,00	- 15 577 901,94
GB	Meat Premiums — Bovines	2003	Inclusion of common land for forage area calculations under animal aid schemes	One-off		GBP	- 5 924,49	0,00	- 5 924,49
GB	Meat Premiums — Bovines	2004	Inclusion of common land for forage area calculations under animal aid schemes	One-off		GBP	- 24 360,32	0,00	- 24 360,32
GB	Meat Premiums — Ovines	2003	Inclusion of common land for forage area calculations under animal aid schemes	One-off		GBP	- 14 109,69	0,00	- 14 109,69
GB	Meat Premiums — Ovines	2004	Inclusion of common land for forage area calculations under animal aid schemes	One-off		GBP	- 13 785,20	0,00	- 13 785,20
						Total GB	- 54 938 507,85	0,00	- 54 938 507,85
GR	Nuts	2005	LPIIS-GIS not fully operational, on-the-spot checks insufficient	Flat-rate	2,00 %	EUR	- 71 794,60	0,00	- 71 794,60
GR	Direct Payments	2005	LPIIS-GIS not fully operational, on-the-spot checks insufficient	Flat-rate	10,00 %	EUR	- 2 833 706,98	0,00	- 2 833 706,98
GR	Direct Payments	2005	LPIIS-GIS not fully operational, on-the-spot checks insufficient	Flat-rate	15,00 %	EUR	- 32 073 291,47	0,00	- 32 073 291,47

MS	Measure	FY	Reason for correction	Type	%	Currency	Amount	Deductions already made	Financial impact
GR	Direct Payments	2005	LPIs-GIS not fully operational, on-the-spot checks insufficient	Flat-rate	10,00 %	EUR	- 28 846 753,54	0,00	- 28 846 753,54
GR	Nuts	2006	LPIs-GIS not fully operational, on-the-spot checks insufficient	Flat-rate	2,00 %	EUR	- 86 496,35	0,00	- 86 496,35
GR	Direct Payments	2006	LPIs-GIS not fully operational, on-the-spot checks insufficient	Flat-rate	10,00 %	EUR	- 34 745 488,98	0,00	- 34 745 488,98
GR	Direct Payments	2006	LPIs-GIS not fully operational, on-the-spot checks insufficient	Flat-rate	15,00 %	EUR	- 29 056 988,80	0,00	- 29 056 988,80
Total GR							- 127 714 520,73	0,00	- 127 714 520,73
IT	Arable Crops	2004	Weakness in the control procedure based on images from previous years	Flat-rate	5,00 %	EUR	- 27 847 155,97	0,00	- 27 847 155,97
IT	Arable Crops	2004	Weaknesses in the interpretation of ortho-photo images	Flat-rate	2,00 %	EUR	- 27 434 620,36	0,00	- 27 434 620,36
IT	Arable Crops	2005	Weakness in the control procedure based on images from previous years	Flat-rate	5,00 %	EUR	- 21 206 744,69	0,00	- 21 206 744,69
IT	Arable Crops	2005	Weaknesses in the interpretation of ortho-photo images	Flat-rate	2,00 %	EUR	- 33 645 298,99	0,00	- 33 645 298,99
IT	Area Aids	2006	Weakness in the control procedure based on images from previous years	Flat-rate	5,00 %	EUR	- 7 433 776,26	0,00	- 7 433 776,26
IT	Area Aids	2006	Weaknesses in the interpretation of ortho-photo images	Flat-rate	2,00 %	EUR	- 27 590 205,43	0,00	- 27 590 205,43
IT	Export Refunds	2001	Inadequate implementation of key-control	Flat-rate	5,00 %	EUR	- 67 271,33	0,00	- 67 271,33
IT	Export Refunds	2002	Inadequate implementation of key-control	Flat-rate	5,00 %	EUR	- 361 362,50	0,00	- 361 362,50
IT	Export Refunds	2003	Inadequate implementation of key-control	Flat-rate	5,00 %	EUR	- 79 763,99	0,00	- 79 763,99
IT	Fruit and Veg's — Citrus Processing	2004	Key-controls implemented in part or missing, evidence of fraud affecting citrus processing scheme.	Flat-rate	25,00 %	EUR	- 14 993 038,39	0,00	- 14 993 038,39
IT	Fruit and Veg's — Citrus Processing	2005	Key-controls implemented in part or missing, evidence of fraud affecting citrus processing scheme.	Flat-rate	25,00 %	EUR	- 355 653,75	0,00	- 355 653,75
IT	Fruit and Veg's — operational funds	2005	Ineligible expenditure in one operational programme	One-off		EUR	- 13 200,00	0,00	- 13 200,00

MS	Measure	FY	Reason for correction	Type	%	Currency	Amount	Deductions already made	Financial impact
IT	Milk Quota	2003	Deficient controls on deliveries and direct sales	Flat-rate	2,00 %	EUR	- 5 001 671,00	0,00	- 5 001 671,00
IT	Milk Quota	2003	Deficient controls on deliveries and direct sales	Flat-rate	5,00 %	EUR	- 8 675 150,00	0,00	- 8 675 150,00
						Total IT	- 174 704 912,66	0,00	- 174 704 912,66
NL	Milk Powder for Casein	2003	Weaknesses in the control procedure — controls not carried out as often as required; sampling procedure not objective	Flat-rate	5,00 %	EUR	- 3 451 612,54	0,00	- 3 451 612,54
NL	Milk Powder for Casein	2004	Weaknesses in the control procedure — controls not carried out as often or to the depth required; sampling procedure not objective	Flat-rate	5,00 %	EUR	- 3 672 868,18	0,00	- 3 672 868,18
NL	Milk Powder for Casein	2005	Weaknesses in the control procedure — controls not carried out as often or to the depth as required; sampling procedure not objective	Flat-rate	5,00 %	EUR	- 192 151,14	0,00	- 192 151,14
						Total NL	- 7 316 631,86	0,00	- 7 316 631,86
PL	Area Aids	2005	Key-control weakness — insufficient or inadequate quality of control	Flat-rate	5,00 %	PLN	- 10 950 597,00	0,00	- 10 950 597,00
						Total PL	- 10 950 597,00	0,00	- 10 950 597,00
SE	Meat Premiums — Ovines	2003	Payment of aid to farmers with less than 10 quota rights	One-off		SEK	- 251 958,00	0,00	- 251 958,00
SE	Meat Premiums — Ovines	2003	Weaknesses concerning on-the-spot checks	Flat-rate	2,00 %	SEK	- 813 863,38	0,00	- 813 863,38
SE	Meat Premiums — Ovines	2004	Payment of aid to farmers with less than 10 quota rights	One-off		SEK	- 491 987,00	0,00	- 491 987,00
SE	Meat Premiums — Ovines	2004	Weaknesses concerning on-the-spot checks	Flat-rate	2,00 %	SEK	- 791 216,00	0,00	- 791 216,00
SE	Meat Premiums — Ovines	2005	Payment of aid to farmers with less than 10 quota rights	One-off		SEK	- 661 305,00	0,00	- 661 305,00
SE	Meat Premiums — Ovines	2005	Weaknesses concerning on-the-spot checks	Flat-rate	2,00 %	SEK	- 788 339,00	0,00	- 788 339,00
SE	Meat Premiums — Ovines	2006	Weaknesses concerning on-the-spot checks	Flat-rate	2,00 %	SEK	- 454,86	0,00	- 454,86
						Total SE	- 3 799 123,24	0,00	- 3 799 123,24

Corrigendum to Information on the date of entry into force of the Fisheries Agreement between the European Community and the Republic of Kiribati

(Official Journal of the European Union L 165 of 26 June 2008)

On page 10, second paragraph:

for: 'The Agreement accordingly entered into force on 29 April 2008, ...',

read: 'The Agreement accordingly entered into force on 30 April 2008, ...'.

Corrigendum to Commission Regulation (EC) No 1352/2007 of 16 November 2007 amending Annex I to Council Regulation (EEC) No 2658/87 on the tariff and statistical nomenclature and on the Customs Tariff

(Official Journal of the European Union L 303 of 21 November 2007)

On page 4, in the Annex:

for:

'ANNEX

In Chapter 15 of Annex I to Regulation (EEC) No 2658/87, Additional note 2 is amended as follows:

(1) Additional note 2.B.1 is amended as follows:

(a) Point (a) is replaced by the following:

"(a) one of the following wax contents:

(i) a wax content not more than 300 mg/kg or

(ii) a wax content more than 300 mg/kg but not more than 350 mg/kg provided that:

— the total aliphatic alcohol content is not more than 350 mg/kg or

— the erythrodil and uvaol content is not more than 3,5 %."

(b) Point (c) is replaced by the following:

"(c) one of the following two characteristics:

(i) a content in 2-glycerol monopalmitate not more than 0,9 % if palmitic acid is not more than 14 % of the total content in fatty acids;

(ii) a content in 2-glycerol monopalmitate not more than 1,1 % if palmitic acid is not more than 14 % of the total content in fatty acids;"

(2) Additional note 2.B.2 is amended as follows:

(a) Point (ij) is replaced by the following:

"(ij) one of the following two characteristics:

(i) a content in 2-glycerol monopalmitate not more than 0,9 % if palmitic acid is not more than 14 % of the total content in fatty acids;

(ii) content in 2-glycerol monopalmitate not more than 1,0 % if palmitic acid is not more than 14 % of the total content in fatty acids;"

(b) Point (l) is replaced by the following:

"(l) a content in stigmastadienes not more than 0,10 mg/kg;"

(3) In additional note 2.C point (f) is replaced by the following:

“(f) one of the following two characteristics:

- (i) a content in 2-glyceryl monopalmitate not more than 0,9 % if palmitic acid is not more than 14 % of the total content in fatty acids;
- (ii) a content in 2-glyceryl monopalmitate not more than 1,0 % if palmitic acid is not more than 14 % of the total content in fatty acids;”

(4) In additional note 2.D points (a) – (d) are replaced by the following points (a) – (e):

“(a) one of the following wax contents:

- (i) a wax content more than 350 mg/kg or
- (ii) a wax content more than 300 mg/kg but not more than 350 mg/kg provided that:
 - the total aliphatic alcohol content is more than 350 mg/kg and
 - the erythrodiol and uvaol content is more than 3,5 %.

(b) an erythrodiol and uvaol content more than 4,5 %;

(c) a content in 2-glyceryl monopalmitate not more than 1,4 %;

(d) the sum of transoleic isomers not more than 0,20 % and the sum of translinoleic + translinolenic isomers not more than 0,10 %;

(e) a difference between the HPLC and theoretical content of triglycerides with ECN42 of not more than 0,6.”

(5) In additional note 2.E the second sentence is replaced by the following:

“Oils of this subheading must have a content in 2-glyceryl monopalmitate not more than 1,4 %, a sum of transoleic isomers of less than 0,4 %, a sum of translinoleic + translinolenic isomers of less than 0,35 % and a difference between the HPLC and theoretical content of triglycerides with ECN42 not more than 0,5.”

read:

‘ANNEX

In Chapter 15 of Annex I to Regulation (EEC) No 2658/87, Additional note 2 is amended as follows:

(1) Additional note 2.B.1 is amended as follows:

(a) Point (a) is replaced by the following:

“(a) one of the following wax contents:

- (i) a wax content not exceeding 300 mg/kg; or
- (ii) a wax content exceeding 300 mg/kg but not exceeding 350 mg/kg provided that:
 - the total aliphatic alcohol content is less than or equal to 350 mg/kg, or
 - the erythrodiol and uvaol content is less than or equal to 3,5 %.”

(b) Point (c) is replaced by the following:

“(c) one of the following two characteristics:

- (i) a content in 2-glyceryl monopalmitate not exceeding 0,9 % if palmitic acid does not exceed 14% of the total content in fatty acids;
- (ii) a content in 2-glyceryl monopalmitate not exceeding 1,1 % if palmitic acid exceeds 14 % of the total content in fatty acids;”

(2) Additional note 2.B.2 is amended as follows:

(a) Point (ij) is replaced by the following:

“(ij) one of the following two characteristics:

- (i) a content in 2-glyceryl monopalmitate not exceeding 0,9 % if palmitic acid does not exceed 14 % of the total content in fatty acids;
- (ii) a content in 2-glyceryl monopalmitate not exceeding 1,0% if palmitic acid exceeds 14% of the total content in fatty acids;”

- (b) Point (l) is replaced by the following:
- “(l) a content in stigmastadienes not exceeding 0,10 mg/kg;”
- (3) In additional note 2.C, point (f) is replaced by the following:
- “(f) one of the following two characteristics:
- (i) a content in 2-glycerol monopalmitate not exceeding 0,9% if palmitic acid does not exceed 14% of the total content in fatty acids;
 - (ii) a content in 2-glycerol monopalmitate not exceeding 1,0% if palmitic acid exceeds 14% of the total content in fatty acids;”
- (4) In additional note 2.D, points (a) – (d) are replaced by the following points (a) – (e):
- “(a) one of the following wax contents:
- (i) a wax content higher than 350 mg/kg; or
 - (ii) a wax content exceeding 300 mg/kg but not exceeding 350 mg/kg provided that:
 - the total aliphatic alcohol content is above 350 mg/kg, and
 - the erythrodiol and uvaol content is greater than 3,5 %.
- (b) an erythrodiol and uvaol content higher than 4,5 %;
- (c) a content in 2-glycerol monopalmitate not exceeding 1,4 %;
- (d) the sum of transoleic isomers not exceeding 0,20 % and the sum of translinoleic + translinolenic isomers not exceeding 0,10 %;
- (e) a difference between the HPLC and theoretical content of triglycerides with ECN42 of 0,6 or less.”
- (5) In additional note 2.E the second sentence is replaced by the following:
- “Oils of this subheading must have a content in 2-glycerol monopalmitate not exceeding 1,4 %, a sum of transoleic isomers of less than 0,4 %, a sum of translinoleic + translinolenic isomers of less than 0,35 % and a difference between the HPLC and theoretical content of triglycerides with ECN42 not exceeding 0,5.”
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