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EUROPEAN COMMISSION

Non-opposition to a notified concentration

(Case M.10596 – OTPP / KKR / GREENCOLLAR)

(Text with EEA relevance)

(2022/C 74/01)

On 7 February 2022, the Commission decided not to oppose the above notified concentration and to declare it compatible with the internal market. This decision is based on Article 6(1)(b) of Council Regulation (EC) No 139/2004 ([1]). The full text of the decision is available only in English and will be made public after it is cleared of any business secrets it may contain. It will be available:

— in the merger section of the 'Competition policy' website of the Commission (http://ec.europa.eu/competition/mergers/cases/). This website provides various facilities to help locate individual merger decisions, including company, case number, date and sectoral indexes,

— in electronic form on the EUR-Lex website (http://eur-lex.europa.eu/homepage.html?locale=en) under document number 32022M10596. EUR-Lex is the online point of access to European Union law.

([1]) OJ L 24, 29.1.2004, p. 1.

COMMUNICATION FROM THE COMMISSION

Updating of data used to calculate lump sum and penalty payments to be proposed by the Commission to the Court of Justice of the European Union in infringement proceedings

(2022/C 74/02)

I. Introduction

Under the Treaty on the Functioning of the European Union (TFEU), where the Commission refers a Member State to the Court of Justice of the European Union for failing to fulfil an obligation under the Treaties, the Court may impose financial sanctions in two situations:

(a) where the Member State has not taken the necessary measures to comply with an earlier judgment of the Court finding an infringement of EU law (Article 260(2) TFEU);

(b) where the Member State has failed to fulfil its obligation to notify measures transposing a directive adopted under a legislative procedure (Article 260(3) TFEU) ([1]).

In both cases, the sanction imposed by the Court of Justice may be composed of a *lump sum payment*, to penalise the continuation of the infringement ([2]), and a *daily penalty payment*, to prompt the Member State concerned to bring the infringement to an end as soon as possible after the delivery of the judgment ([3]). The Commission proposes amounts for the financial sanctions to the Court, which takes the final decision.

The general approach of the Commission when calculating the proposed sanctions is well-established. Since 1997 ([4]) and as set out in successive Communications ([5]), it has applied an approach that reflects both the capacity to pay of the Member State concerned and its institutional weight. This is applied through what is known as the *'n' factor* ([6]). The 'n' factor is combined with other factors – the seriousness of the infringement, and its duration – in the Commission's calculation of the proposed sanctions.

The calculation of the 'n' factor is based on the Gross Domestic Product (GDP) of Member States, and the number of seats for representatives in the European Parliament allocated to each Member State. The method for its calculation was updated several times ([7]), most recently on 13 April 2021 ([8]), when the Commission adjusted the method following the withdrawal of the United Kingdom from the Europan Union.

([1]) The 2011 Commission Communication on the implementation of Article 260(3) TFEU (OJ C 12, 15.1.2011, p. 1) and and the 2017 Commission Communication 'EU law: Better results through better application' (OJ C 18, 19.1.2017, p. 10.) emphasise that the Commission applies the same method as established by the 2005 Communication (Communication on the application of Article 228 of the EC Treaty (SEC(2005) 1658)) for the calculation of the financial sanctions under Article 260(3) TFEU.

([2]) Communication from the President: Re-cast Communication on the application of Article 228 of the EC Treaty (SEC(2005) 1658), point 10.3

([3]) SEC(2005) 1658, point 14.

([4]) Method of calculating the penalty payments provided for pursuant to Article 171 of the EC Treaty (OJ C 63, 28.2.1997, p. 2).

([5]) See in particular Communication from the Commission - Implementation of Article 260(3) of the Treaty (OJ C 12, 15.1.2011, p.1) and Communication from the Commission - EU law: Better results through better application (OJ C 18, 19.1.2017, p. 10).

([6]) SEC(2005) 1658, point 14. The 'n' factor is calculated as follows $\sqrt{\frac{GDP_n}{GDP_{avg}} \times \frac{Seat_n}{Seat_{avg}}}$ Where: GDP n = GDP of Member State concerned, in millions of euros; GDP avg = average GDP of all Member States; Seat n = number of seats of the Member State concerned in the European Parliament; Seat avg = average number of seats in European Parliament of all Member States.

([7]) Communication from the Commission - Modification of the calculation method for lump sum payments and daily penalty payments proposed by the Commission in infringements proceedings before the Court of Justice of the European Union C(2019) 1396 final (OJ C 70, 25.2.2019, p. 1).

([8]) Communication from the Commission 'Adjustment of the calculation for lump sum and penalty payments proposed by the Commission in infringement proceedings before the Court of Justice of the European Union, following the withdrawal of the United Kingdom' C(2021) 2283 final, (OJ C 129, 13.4.2021, p. 1).

In its Communication of 2010 ([9]) on the updating of the data used for this calculation, the Commission established that the 'n' factor as well as other macroeconomic data should be adjusted every year ([10]), in order to take into account inflation and GDP movements.

This year's update ([11]) is based on developments in the inflation and GDP of each Member State. The relevant statistics that are to be used relating to the rate of inflation and GDP are those established two years prior to the update ('t-2 rule'), i.e. 2020, as two years is the minimum period of time necessary for gathering relatively stable macroeconomic data. The inflation rate for the reference year is set at 1.6 %.

An important factor affecting this year's update is the COVID-19 pandemic. Indeed, the pandemic strongly impacted Member States' GDP in 2020 with a decrease of 4.4 % at EU-27 level and varying impacts at country level, which in turn affect 'n' factors.

II. **Components of the update**

The list of economic criteria to be updated is as follows:

— the standard flat-rate amount for the penalty payment ([12]), currently fixed at EUR 2 683 ([13]), to be revised in line with inflation,

— the standard flat-rate amount for the lump sum ([14]), currently fixed at EUR 895 ([15]), to be revised in line with inflation,

— the 27 'n' factors, to be revised in line with the GDP of the Member State in question, taking into account the number of seats it has in the European Parliament; the 'n' factor is identical for the calculation of lump sum and daily penalty payments,

— minimum lump sum payments ([16]) to be revised in line with inflation.

III. **Updates**

The Commission will apply the following updated figures to calculate the amount of the financial sanctions (lump sum or penalty payments) when it brings a case to the Court of Justice under Article 260(2) and (3) TFEU:

1) the standard flat rate for calculating the penalty payment is EUR 2 726;

2) the standard flat rate for calculating the daily amount in order to determine the lump sum is EUR 909;

3) the 'n' factors and the minimum lump sums for the 27 Member States are:

Member State	Special 'n' factor	Minimum lump sum (EUR 1 000)
Belgium	0,860	1 940
Bulgaria	0,280	632
Czechia	0,590	1 331

([9]) SEC(2010) 923/3.

([10]) See updates in in 2011 [SEC(2011) 1024 final], in 2012 [C(2012) 6106 final], in 2013 [C(2013) 8101 final], in 2014 [C(2014) 6767 final], in 2015 [C(2015) 5511 final], in 2016 [C(2016) 5091 final], in 2017 [C(2017) 8720 final], in 2018 [C(2018) 5851 final], in 2019 [C(2019) 6434 final], and in 2020 [C(2020) 6043 final] for the yearly adjustment of economic data.

([11]) The GDP data for this year's update were extracted on 10 January 2022. Inflation is measured using the implicit GDP deflator.

([12]) The amount of the daily penalty payment is calculated by multiplying the *standard flat-rate amount*, first by *factors for seriousness* and *duration*, and then by the 'n' factor.

([13]) C(2021) 2283 final.

([14]) The daily amount for the lump sum is calculated by multiplying the *standard flat-rate amount* (different from the one for daily penalty payments) by *a factor for seriousness* and the 'n' factor. The lump sum is then calculated based on the *number of days the infringement persists* (either from the first Court ruling until compliance or until judgment for cases under Article 260(2) TFEU, or from the date of transposition of the Directive until compliance or until judgment for cases under Article 260(3) TFEU). The lump sum calculated on that basis should apply when the result of the above-mentioned calculation exceeds the minimum lump sum.

([15]) C(2021) 2283 final.

([16]) The minimum fixed lump sum payment is determined for each Member State according to the special 'n' factor. The minimum fixed lump sum will be proposed to the Court when the summed-up daily lump sum payments do not exceed the minimum fixed lump sum.

Member State	Special 'n' factor	Minimum lump sum (EUR 1 000)
Denmark	0,580	1 308
Germany	5,000	11 277
Estonia	0,120	271
Ireland	0,610	1 376
Greece	0,520	1 173
Spain	2,260	5 097
France	3,750	8 458
Croatia	0,220	496
Italy	3,110	7 014
Cyprus	0,100	226
Latvia	0,140	316
Lithuania	0,210	474
Luxembourg	0,170	383
Hungary	0,470	1 060
Malta	0,080	180
Netherlands	1,340	3 022
Austria	0,750	1 692
Poland	1,450	3 270
Portugal	0,570	1 286
Romania	0,750	1 692
Slovenia	0,170	383
Slovakia	0,320	722
Finland	0,510	1 150
Sweden	0,880	1 985

The Commission will apply the updated figures to decisions it takes to bring a case before the Court of Justice under Article 260 TFEU as from the adoption of this Communication.

IV

(Notices)

NOTICES FROM EUROPEAN UNION INSTITUTIONS, BODIES, OFFICES AND AGENCIES

EUROPEAN COMMISSION

Euro exchange rates [1]

14 February 2022

(2022/C 74/03)

1 euro =

	Currency	Exchange rate		Currency	Exchange rate
USD	US dollar	1,1316	CAD	Canadian dollar	1,4431
JPY	Japanese yen	130,60	HKD	Hong Kong dollar	8,8283
DKK	Danish krone	7,4411	NZD	New Zealand dollar	1,7112
GBP	Pound sterling	0,83720	SGD	Singapore dollar	1,5247
SEK	Swedish krona	10,6158	KRW	South Korean won	1 354,50
CHF	Swiss franc	1,0472	ZAR	South African rand	17,1310
ISK	Iceland króna	142,60	CNY	Chinese yuan renminbi	7,1937
NOK	Norwegian krone	10,0693	HRK	Croatian kuna	7,5293
BGN	Bulgarian lev	1,9558	IDR	Indonesian rupiah	16 190,53
CZK	Czech koruna	24,527	MYR	Malaysian ringgit	4,7420
HUF	Hungarian forint	357,06	PHP	Philippine peso	58,114
PLN	Polish zloty	4,5400	RUB	Russian rouble	86,3480
RON	Romanian leu	4,9457	THB	Thai baht	36,800
TRY	Turkish lira	15,3510	BRL	Brazilian real	5,8965
AUD	Australian dollar	1,5902	MXN	Mexican peso	23,1331
			INR	Indian rupee	85,4715

[1] *Source*: reference exchange rate published by the ECB.

COMMISSION DECISION

of 13 December 2021

on instructing the Central Administrator of the European Union Transaction Log to enter the national aviation allocation tables of Belgium, Bulgaria, Czechia, Denmark, Germany, Estonia, Ireland, Greece, Spain, France, Croatia, Italy, Cyprus, Latvia, Lithuania, Luxembourg, Hungary, Malta, Netherlands, Austria, Poland, Portugal, Romania, Slovenia, Slovakia, Finland and Sweden into the European Union Transaction Log

(2022/C 74/04)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Directive 2003/87/EC of the European Parliament and of the Council of 13 October 2003 establishing a system for greenhouse gas emission allowance trading within the Union and amending Council Directive 96/61/EC ([1]),

Having regard to Commission Regulation (EU) 2019/1122 of 12 March 2019 supplementing Directive 2003/87/EC of the European Parliament and of the Council as regards the functioning of the Union Registry ([2]), and in particular Article 49 thereof,

Whereas:

(1) By its Decision C(2020) 9188 ([3]), the Commission instructed the central administrator of the European Union Transaction Log to enter the national aviation allocation tables of Belgium, Bulgaria, Cyprus, Czechia, Denmark, Germany, Estonia, Ireland, Greece, Spain, France, Croatia, Iceland, Italy, Latvia, Lithuania, Luxembourg, Hungary, Malta, the Netherlands, Norway, Austria, Poland, Portugal, Romania, Slovenia, Slovakia, Finland and Sweden, for the years 2021-2023, into the European Union Transaction Log.

(2) In that Decision, the Commission considered that, following the expiry of the transitional period laid down in the Agreement on the withdrawal of the United Kingdom of Great Britain and Northern Ireland from the European Union and the European Atomic Energy Community ([4]), flights between aerodromes situated in the territory of the European Union and aerodromes situated in the United Kingdom and flights between aerodromes situated in the United Kingdom were not subject to reporting and compliance obligations under the Union Emissions Trading System (EU ETS), in accordance with the temporary derogation, set in Article 28a(1) of Directive 2003/87/EC, pursuant to which Member States should consider the requirements of that Directive regarding emissions from certain flights to and from aerodromes located in countries outside the territory of the European Economic Area (EEA) satisfied.

([1]) OJ L 275, 25.10.2003, p. 32.
([2]) OJ L 177, 2.7.2019, p. 3.
([3]) Commission Decision C(2020) 9188 of 16 December 2020 on instructing the central administrator to enter the national aviation allocation tables of Belgium, Bulgaria, Cyprus, Czechia, Denmark, Germany, Estonia, Ireland, Greece, Spain, France, Croatia, Iceland, Italy, Latvia, Lithuania, Luxembourg, Hungary, Malta, the Netherlands, Norway, Austria, Poland, Portugal, Romania, Slovenia, Slovakia, Finland and Sweden into the European Union Transaction Log.
([4]) OJ C 384 I, 12.11.2019, p. 1.

(3) An agreement between the Union and the United Kingdom of Great Britain and Northern Ireland was reached in December 2020 ([5]). The Trade and Cooperation Agreement between the European Union and the European Atomic Energy Community, of the one part, and the United Kingdom of Great Britain and Northern Ireland, of the other part ('the Agreement') was signed by the Union on the basis of Council Decision (EU) 2020/2252 ([6]) and was approved by the Union on the basis of Council Decision (EU) 2021/689 ([7]). The Agreement was provisionally applied until its entry into force on 1 May 2021 ([8]). The Agreement provides that each party is to have in place an effective system of carbon pricing that covers aviation and that flights from aerodromes situated in the territory of the EEA to aerodromes situated in the United Kingdom are to be regulated under the EU ETS.

(4) Pursuant to Article 28a(7) of Directive 2003/87/EC, the derogation in Article 28a(1) of Directive 2003/87/EC is to apply only in line with the terms of the Agreement.

(5) On 17 June 2021, the Commission adopted Delegated Regulation (EU) 2021/1416 amending Directive 2003/87/EC of the European Parliament and of the Council, as regards the exclusion from the EU ETS of incoming flights from the United Kingdom ([9]).

(6) It is therefore necessary to revise the number of aviation allowances allocated to each aircraft operator for the years 2021-2023 and upload the corresponding national aviation allocation tables into the European Union Transaction Log to take account of the inclusion in the scope of the EU ETS of flights departing from an aerodrome situated in the territory of the EEA and arriving at an aerodrome situated in the United Kingdom.

(7) Belgium, Bulgaria, Czechia, Denmark, Germany, Estonia, Ireland, Greece, Spain, France, Croatia, Italy, Cyprus, Latvia, Lithuania, Luxembourg, Hungary, Malta, Netherlands, Austria, Poland, Portugal, Romania, Slovenia, Slovakia, Finland and Sweden notified the national aviation allocation tables to the Commission.

(8) The Commission considers that the national aviation allocation tables notified by Belgium, Bulgaria, Czechia, Denmark, Germany, Estonia, Ireland, Greece, Spain, France, Croatia, Italy, Cyprus, Latvia, Lithuania, Luxembourg, Hungary, Malta, Netherlands, Austria, Poland, Portugal, Romania, Slovenia, Slovakia, Finland and Sweden are in accordance with Article 28a of Directive 2003/87/EC.

(9) The central administrator should therefore be instructed to upload the revised national aviation allocation tables in the European Union Transaction Log,

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([5]) Trade and Cooperation Agreement between the European Union and the European Atomic Energy Community, of the one part, and the United Kingdom of Great Britain and Northern Ireland, of the other part (OJ L 444, 31.12.2020, p. 14).

([6]) Council Decision (EU) 2020/2252 of 29 December 2020 on the signing, on behalf of the Union, and on provisional application of the Trade and Cooperation Agreement between the European Union and the European Atomic Energy Community, of the one part, and the United Kingdom of Great Britain and Northern Ireland, of the other part, and of the Agreement between the European Union and the United Kingdom of Great Britain and Northern Ireland concerning security procedures for exchanging and protecting classified information (OJ L 444, 31.12.2020, p. 2).

([7]) Council Decision (EU) 2021/689 of 29 April 2021 on the conclusion, on behalf of the Union, of the Trade and Cooperation Agreement between the European Union and the European Atomic Energy Community, of the one part, and the United Kingdom of Great Britain and Northern Ireland, of the other part, and of the Agreement between the European Union and the United Kingdom of Great Britain and Northern Ireland concerning security procedures for exchanging and protecting classified information (OJ L 149, 30.4.2021, p. 2).

([8]) Notice concerning the entry into force of the Trade and Cooperation Agreement between the European Union and the European Atomic Energy Community, of the one part, and the United Kingdom of Great Britain and Northern Ireland, of the other part, and of the Agreement between the European Union and the United Kingdom of Great Britain and Northern Ireland concerning security procedures for exchanging and protecting classified information (OJ L 149, 30.4.2021, p. 2560).

([9]) Commission Delegated Regulation (EU) 2021/1416 of 17 June 2021 amending Directive 2003/87/EC of the European Parliament and of the Council as regards the exclusion of incoming flights from the United Kingdom from the Union emissions trading system (OJ L 305, 31.8.2021, p. 1).

HAS DECIDED AS FOLLOWS:

Sole Article

The central administrator shall enter the national aviation allocation tables of Belgium, Bulgaria, Czechia, Denmark, Germany, Estonia, Ireland, Greece, Spain, France, Croatia, Italy, Cyprus, Latvia, Lithuania, Luxembourg, Hungary, Malta, Netherlands, Austria, Poland, Portugal, Romania, Slovenia, Slovakia, Finland and Sweden with the final annual amounts for the free allocation of aviation emission allowances for the period from 2021 to 2023, as set out in the Annex, in the European Union Transaction Log.

Done at Brussels, 13 December 2021.

For the Commission
Frans TIMMERMANS
Executive Vice-President

ANNEX

Changes to National allocation tables for the years 2021 to 2023

Note: The values from 2021 to 2023 are total values resulting from the application of the annual linear reduction factor of 2,2 %.

Member State: **Belgium**

ETSID	Operator name	2021	2022	2023
1905	3M COMPANY	14	14	14
00123	ABELAG AVIATION	293	287	280
7649	ABX Air Inc	9 507	9 294	9 080
33612	Allied Air Ltd	54	53	52
1084	Belgian Air Force	154	151	147
908	Brussels Airlines N.V. / S.A.	271 849	265 734	259 619
4369	CAL CARGO AIRLINES	1 079	1 054	1 030
f11336	Corporate Wings LLC	1	1	1
f11102	FedEx Express Corporate Aviation	4	3	3
13457	Flying Partners CVBA	77	75	73
29427	Flying Service	247	242	236
24578	G.A.F.I. Ltd	3	3	3
29980	Hainan Airlines	37	36	35
24997	JET AIRWAYS (INDIA) LTD	33	32	32
28582	Jet Aviation Business Jets AG for INTER-WETAIL AG	14	13	13
27709	Kalitta Air LLC	1 560	1 525	1 490
31207	N604FJ LLC	3	2	2

2344	SAUDI ARABIAN AIRLINES	2 962	2 895	2 828
27769	SEA AIR	21	20	20
26784	Southern Air Inc	50	49	48
27011	TNT Airways S.A.	101 181	98 905	96 629
30011	TUI Airlines Belgium	95 794	93 639	91 484
36269	VF International SAGL	19	19	18
	TOTAL	**484 956**	**474 046**	**463 137**

Member State: **Bulgaria**

11775	AIR VIA Ltd.	48 273	47 187	46 101
28445	BH Air Ltd	27 434	26 817	26 200
29056	BULGARIAN AIR	73 968	72 304	70 640
27538	BULGARIAN AIR CHRTR.	26 925	26 319	25 713
	TOTAL	**176 600**	**172 627**	**168 654**

Member State: **Czechia**

34430	CAIMITO ENTERPRISES LIMITED	13	13	13
859	Ceské aerolinie a.s.	245 321	239 802	234 284
24903	Travel Service a.s.	115 423	112 826	110 230
	TOTAL	**360 757**	**352 641**	**344 527**

Member State: **Denmark**

3456	Air Alsie A/S	380	372	363
22466	Air Greenland AS	155	151	148
366	Danish Air Transport A/S	5 556	5 431	5 306
26272	Execujet Europe A/S	35	34	33
32158	Jet Time A/S	41 154	40 228	39 302
12230	Nordic Aviation Capital A/S	9	8	8
142	P/F Atlantic Airways	605	591	578
9918	Star Air A/S	86 243	84 303	82 363
4357	SUN-AIR of Scandinavia	5 783	5 653	5 523
46967	Sunclass Airlines ApS	172 640	168 756	164 873
31527	SYMPHONY MILLENNIUM LTD.	1	1	1
	TOTAL	**312 561**	**305 528**	**298 498**

Member State: **Germany**

3647	Adolf Würth GmbH & Co. KG	152	148	145
6802	Aero Personal s.a. de c.v.	9	9	8
156	Aeroflot - Russian Airlines	273	267	261
35126	Aerologic GmbH	8 091	7 909	7 727
201	AIR CANADA	123	120	118
33133	Air China Cargo Co. Ltd	8 537	8 345	8 153
786	Air China Limited	31	31	30

237	Air India Ltd.	45	44	43
32419	AirBridgeCargo Airlines LLC	2 119	2 072	2 024
22317	Air-Service GmbH	19	18	18
21756	Airtrans Flugzeugvermietungs GmbH	32	32	31
33706	Arcas Aviation GmbH & Co. KG	8	8	7
19480	Asiana Airline	6 569	6 421	6 274
14559	ASW Air-Service Werkflugdienst GmbH & Co.KG Flughafen Geb. 347 22335 Hamburg	12	11	11
20979	Atlas Air Inc.	837	818	800
27868	Atlasjet Airlines	164	161	157
516	Bahag Baus Handelsgesellschaft AG Zug/Schweiz Zweigniederlassung Mannheim	8	8	7
30586	BALL CORP	1	1	1
509	BASF SE	38	37	36
25978	Bauhaus Gesellschaft für Bau- und Hausbedarf mbH & Co. vertreten durch die Bauhaus Gesellschaft für Bau- und Hausbedarf mbH	9	9	8
32764	BHARAT FORGE	3	3	3
3166	BLACK & DECKER	2	2	2
23956	Blue Sky Airservice GmbH	4	4	4
14658	BMW AG BMW Flight Service Lieferanten Nr 915508-10 G.A.T P.O. BOX 85356 München-Flughafen	61	59	58
6667	BOMBARDIER AEROSPACE	10	10	9
31614	Bombardier Transportation GmbH -3	10	10	9
1778	Bundesamt für Infrastruktur, Umweltschutz und Dienstleistungen der Bundeswehr	415	405	396
15176	Bundespolizei-Fliegergruppe	31	31	30
19823	CA ”Air Moldova” IS	1 013	990	968
5800	CATHAY PACIFIC	6 960	6 804	6 647

35418	Challenge Aero AG	2	2	2
824	Condor Flugdienst GmbH	201 127	196 602	192 078
26466	DC Aviation GmbH	421	411	402
30996	Deere & Company	3	3	3
4484	Delta Air Lines Inc.	609	596	582
8980	Delta Technical Services Ltd	8	8	7
1776	Deutsche Lufthansa AG	2 000 943	1 955 932	1 910 921
35715	DHL Air Limited	2 049	2 003	1 957
967	Direct Air Service GmbH & Co. KG	14	13	13
2044	Dr. August Oetker KG	21	20	20
28795	DULCO Handel GmbH & Co. KG	17	16	16
8082	E.I. du Pont de Nemours and Company	3	3	3
24568	ebm-papst Mulfingen GmbH & Co. KG	25	25	24
996	EGYPTAIR	246	241	235
9807	EMIRATES	13 712	13 403	13 095
29929	ETIHAD AIRWAYS	200	196	191
36121	European Air Transport Leipzig GmbH	301 879	295 089	288 298
8272	Farnair Switzerland AG	7 271	7 108	6 944
14557	Firma Steiner Film Inhaber Herr Siegfried Steiner	16	15	15
32678	Fresena Flug Gmbh & CO KG	12	11	11
28944	Germanwings GmbH	362 409	354 256	346 104
26105	Hansgrohe AG	21	20	20
32953	HeidelbergCement AG	14	13	13
33269	Herrenknecht Aviation GmbH	15	14	14
27680	HURKUS HAVAYOLU TASIMACILIK VE TICARET A.S. (d.b.a. FREEBIRD AIRLINES)	575	562	549

35785	ifm traviation gmbh	34	33	33
1528	Iran Air	2 397	2 343	2 289
1562	Jat Airways	413	403	394
28589	Jet Aviation Business Jets AG for FANCOURT FLUGCHARTER GmbH & CO KG	2	2	2
21462	Johnson Controls Inc	77	76	74
21723	Joint Stock Company Ural airlines	25	25	24
f10653	Kimberly-Clark Corporation	3	3	3
1652	KOREAN AIR LINES CO. LTD.	21 107	20 632	20 158
1673	KUWAIT AIRWAYS	6 155	6 016	5 878
6383	Lechair GmbH	3	3	3
42192	Liebherr Geschäftsreiseflugzeug GbR	27	27	26
15456	Luftfahrt-Bundesamt Hermann-Blenk-Straße 26 38108 Braunschweig	11	11	10
3857	Lufthansa Cargo AG	8 067	7 885	7 704
25067	MNG Havayollari ve Tasimacilik A.S. (MNG Airlines)	1 909	1 866	1 823
24270	Montenegro Airlines	55	0	0
12218	Nike Inc	9	9	8
567	OBO JET-Charter GmbH	23	23	22
22820	Oman Air	82	80	78
25059	Omni Air International	11 276	11 023	10 769
17692	ONUR AIR TASIMACILIK A.S.	2 383	2 330	2 276
23244	Open Joint Stock Company "Rossiya Airlines" JSC "Rossiya Airlines"	58	56	55
8236	Owens Corning	2	2	2
12648	Pacelli-Beteiligungs GmbH & Co. KG	4	4	4

10690	PEGASUS HAVA TASIMACILIGI A.S.	1 288	1 259	1 230
22294	PENSKE JET INC	1	1	1
775	Pentastar Aviation LLC	6	6	6
3751	PROCTER & GAMBLE	5	5	5
2196	QANTAS AIRWAYS	69	68	66
21912	QATAR AIRWAYS	334	327	319
606	Robert Bosch GmbH	74	73	71
24784	Samsung Techwin	1	1	1
18991	SAP AG	27	27	26
38681	Silk Way West Airlines	530	518	506
2463	SINGAPORE AIRLINES	14 547	14 220	13 892
31870	Sm Aviation Service GmbH	5	5	5
29841	Spirit of Spices GmbH	3	3	3
5216	SRILANKAN AIRLINES LIMITED	2 193	2 143	2 094
29368	Star Aviation Ltd	5	5	5
15526	STATE ENTERPRISE ANTONOV DESIGN BUREAU	2 846	2 782	2 718
10201	SunExpress	1 543	1 509	1 474
2681	Thai Airways International Public Company Limited	165	162	158
31353	Tidnish Holdings Limited	1	1	1
37070	Trevo Aviation Limited	23	23	22
1389	TUIfly GmbH	211 900	207 134	202 367
32741	Ulla Popken GmbH	15	14	14
2782	UNITED AIRLINES	740	724	707
8960	United Parcel Service Co.	116 462	113 842	111 223
18224	UZBEKISTAN AIRWAYS	103	100	98
31669	Vacuna Jets Limited	9	9	8
2833	Viessmann Werke GmbH & Co.KG	81	79	78

18671	Volga-Dnepr Airlines LLC	9 111	8 906	8 701
2840	VOLKSWAGEN AG VOLKSWAGEN AirService	481	470	460
1323	WEKA Flugdienst GmbH	13	12	12
30605	Wheels Aviation Ltd. Montreal Avenue D-415 77836 Rheinmünster	10	10	9
27514	Wirtgen Beteiligungsgesellschaft mbH	10	10	9
5960	Zeman FTL	35	34	34
	TOTAL	**3 343 956**	**3 268 683**	**3 193 460**

Member State: **Estonia**

38604	SmartLynx Airlines Estonia	9 716	9 498	9 279
30036	ULS AIRLINES CARGO (formerly known as KUZU AIRLINES CARGO)	395	386	377
	TOTAL	**10 111**	**9 884**	**9 656**

Member State: **Ireland**

132	AER LINGUS	478 073	467 319	456 564
29670	AERO WAYS	5	5	5
298	AIR CONTRACTORS	12 201	11 926	11 652
31782	AMERIPRISE FINANCIAL	1	1	1
35166	AT&T INC	1	1	1
27087	AVIONETA LLC	3	3	3
1537	BAXTER HEALTH CARE	2	2	2

6890	BECTON DICKINSON	2	2	2
33247	BLUE CITY HOLDINGS LLC	2	2	2
29250	CENTURION AVTN SRVCS	7	7	6
21455	CITYJET LIMITED	54 321	53 099	51 877
36082	CMC GROUP INC	3	3	3
131	Comhfhorbairt Gaillimh (trading as Aer Arann)	13 383	0	0
32509	COOK AIRCRAFT LEASING	3	3	3
28444	CROSS AVIATION LTD	36	35	34
6064	DUBAI AIR WING	42	42	41
1009	Eli Lilly and Company	2	2	2
23828	EMC Corporation	90	88	86
29521	FAIRMONT AVIATION SE	3	3	3
21578	FEDERAL-MOGUL	2	2	2
18781	FJ900 Inc.	5	5	5
9532	FL AVIATION CORPORATION	7	7	6
f10208	FLIGHTSTAR CORPORATION	3	3	3
22958	GROUP HOLDINGS Inc	3	3	3
28219	Harley-Davidson Motor Company Group LLC.	2	2	2
29387	HARBERT FUND ADVISORS INC.	1	1	1
21857	HARSCO Corporation	4	4	4
21409	IRVING AIR SERVICE INC	2	2	2
f10275	JELD-WEN Inc.	1	1	1
1584	JOHNSON & JOHNSON	2	1	1
f10286	KANSAS CITY LIFE INSURANCE COMPANY	2	2	2
20894	KOHLER CO	3	3	3
1823	LOCKHEED MARTIN CORPORATION	1	1	1
27893	MERCK & CO	2	2	2
2079	OWENS-ILLINOIS GENERALINC.	6	6	6

F10361	PNC FINANCIAL SERVICES GROUP	1	1	1
32096	PRIME AVIATION JSC	8	8	8
8651	RYANAIR LIMITED	3 557 748	3 477 717	3 397 686
3696	TEXAS INSTRUMENTS INC	2	2	2
25363	THE BOEING COMPANY	3	2	2
26380	THE HERTZ CORPORATION	6	6	6
2797	UNITED STATES STEEL	12	12	12
29120	VEN AIR	9	9	9
8142	VIRGIN ATLANTIC AIRWAYS LTD	173	169	165
36499	WARNER CHILCOTT	1	1	1
f10815	Washington Penn Plastic Company	6	6	6
f10485	XEROX CORPORATION	2	2	2
	TOTAL	**4 116 197**	**4 010 523**	**3 918 231**

Member State: **Greece**

20514	AEGEAN AIRLINES SA	369 755	361 437	353 120
39537	AIR CANADA ROUGE LP	44	43	42
40100	ELLINAIR S.A.	1 591	1 556	1 520
31722	GAINJET S.A.	225	220	215
34624	OLYMPIC AIR	184 160	180 017	175 874
9012	S & K (BERMUDA)	41	40	39
31109	SKY EXPRESS S.A.	2 936	2 870	2 804
	TOTAL	**558 752**	**546 183**	**533 614**

Member State:	Spain			
26560	245 Pilot Services	1	1	1
8740	ABBOTT LABORATORIES	5	5	5
160	Aerolíneas Argentinas	25	24	23
2880	Aerovías de Mexico S.A de C.V	33	32	32
9345	AIR EUROPA LINEAS AEREAS S.A.U	239 195	233 814	228 434
22380	AIR NOSTRUM	169 923	166 101	162 278
f10006	Air Products & Chemicals Inc	1	1	1
36793	AIRLEASE CORPORATION	1	1	1
29159	AIRMAX LLC	1	1	1
36637	Alba Star, S.A.	12 627	12 343	12 059
21575	ARABASCO	6	6	6
12669	BA CITYFLYER LTD	9 534	9 319	9 105
2621	Binter Canarias, S.A.	2	2	1
24180	CORPORACION YGNUS AIR S.A.	8 684	8 489	8 293
35909	COVINGTON AVIATION	1	1	1
8808	Eastman Kodak Company	2	2	2
30842	EJS AVIATION SERVICES LTD	1	1	1
4025	EMBRAER	3	3	3
31186	ENGUIA GEN CE LTDA	1	1	1
40052	Evelop Airlines, S.L.	11 949	11 680	11 411
27226	Executive Airlines S.L.	306	299	292
26852	Executive Skyfleet Inc	5	5	5
5453	FLYBE limited	50 188	49 059	47 930
10992	FLYING LION Ltd	3	3	3
4402	GESTAIR S.A.	225	220	215

25841	GF AIR	4	3	3
38329	IBERIA EXPRESS	21 971	21 476	20 982
1475	IBERIA Líneas Aéreas de España S.A. Operadora	744 366	727 622	710 877
28586	Jet Aviation Business Jets AG (JBJA) for GO AHEAD INTERNATIONAL LTD.	18	17	17
7532	JET2.COM LIMITED	142 061	138 865	135 669
6281	JOHNSON SC AND SON	1	1	1
30440	Lark Aviation	1	1	1
1689	Latam Airlines Group, S.A.	20 850	20 381	19 912
15453	OJSC «TRANSAERO Airlines»	7	7	7
35266	PCS Aviation Services LLC	1	1	1
32000	PRIVILEGE STYLE S.A.	12 570	12 287	12 005
32852	Priyan Foundation	6	6	6
29804	PUNTO FA S.L.	18	17	17
f11770	REAL WORLD TOURS INC	1	1	1
29825	SAS Institute Inc.	7	7	7
30794	SLEEPWELL AVIATION LTD	4	4	4
31936	SQUADRON AVIATION SERVICES LIMITED	3	3	3
11309	SWIFTAIR S.A.	15 862	15 505	15 149
34933	TAILWIND HAVA YOLLARI A.S.	106	104	102
30131	TUI Airways Limited	366 484	358 240	349 996
24765	UNICASA IND DE MOVEIS SA	1	1	1
29086	Vim Airlines	7	7	7
38266	VOLOTEA, S.A.	97 868	95 666	93 465
30190	VUELING AIRLINES S.A.	679 072	663 797	648 521
29378	WAMOS AIR S.A.	16 262	15 896	15 530
	TOTAL	**2 620 273**	**2 561 328**	**2 502 388**

Member State: **France**

4306	ACCOR SA	14	14	14
28604	AFRIQIYAH AIRWAYS	60	58	57
186	AIR ALGERIE	27	27	26
35192	Air Arabia Maroc	25	24	24
29420	AIR AUSTRAL	2 157	2 109	2 060
30304	AIR CARAIBES	47	46	45
227	Air France	1 488 354	1 454 873	1 421 393
252	AIR MADAGASCAR	557	544	532
261	Air Mauritius Ltd	739	723	706
5636	AIR SEYCHELLES	1 554	1 519	1 484
5633	AIR TRANSAT	2 722	2 661	2 599
29815	Aircairo	966	944	922
24094	Airbus Transport International	26 163	25 575	24 986
369	AMERICAN AIRLINES	613	599	585
35644	AMY'S KITCHEN INC.	5	5	4
35895	ANDROMEDA LTD	1	1	1
6188	Apex Oil Company Inc.	4	4	4
406	ARKIA ISRAELI AIRLINES LTD ("Arkia")	37	36	35
27518	ASL AIRLINES FRANCE SA	56 895	55 615	54 335
436	AURIGNY AIR SERVICES LIMITED	8	8	8
29467	AVIALAIR	12	11	11
6323	BANLINE AVIATION	18	18	17
9170	BEL AIR LIMITED	7	7	7
30067	BONGRAIN BENELUX S.A.	22	22	21

4790	BOUYGUES	23	23	22
32578	CALVIN KLEIN STUDIO LLC	1	1	1
10054	CCM Airlines	63 991	62 551	61 112
31445	Celestial Airways	1	1	1
f10770	Charles Schwab	2	2	2
29834	China Cargo Airlines Co.Ltd.	8 522	8 330	8 138
12141	China Eastern Airlines Co.Ltd.	11	11	11
31057	CLOUD AIR SERVICES LTD	3	3	3
9049	COLLEEN CORP	2	2	1
6369	Corsair	5 254	5 135	5 017
30051	COSTA AZZOURA LTD.	2	2	2
12219	Cox Enterprises Inc	1	1	1
35062	CPI Aviation LLC	8	8	8
F10210	CROWN CORK & SEAL	3	3	3
33204	CTC AVIATION JET SERVICES LTD	19	19	18
18972	DASSAULT AVIATION	20	20	19
1139	Dassault Falcon Jet	3	3	3
9703	Disney Aviation Group	1	1	1
944	DONINGTON AVIATION	14	13	13
7028	Dow Chemical Company The	5	5	5
24571	DSWA LLC	1	1	1
32311	Elysair-OpenSkies	121	118	115
23881	EXECUTIVE JET MANAGEMENT	52	51	50
1147	Federal Express Corporation d/b/a FedEx Express	72 383	70 755	69 127
7521	FORMULA ONE MNGMT	68	67	65
35426	FTC Consulting AG	1	1	1

32164	FUTURA TRAVELS	2	2	2
7618	GAMA AVIATION LTD	284	277	271
9002	GIE ATR	8	8	8
1365	GULF AIR	47	46	45
5362	Halliburton Energy Services	6	6	6
32412	Hamilton Aviation Inc	1	1	1
21879	ISRAIR Airlines and Tourism LTD	24	23	23
1559	JAPAN AIRLINES INTERNATIONAL Co. Ltd	2 277	2 225	2 174
28006	JAPAT AG	14	14	13
32707	Jet Aviation Business Jets AG for MASC AIR LIMITED	1	1	1
31488	Jet Aviation Business Jets AG for YYA AVIATION LTD.	4	4	4
24536	JPMORGAN CHASE BANK National Association	1	1	1
31595	JSC Premier Avia	5	5	5
6510	KALAIR LTD	3	3	3
4489	Limited Service Corporation	25	25	24
7764	LVMH SERVICES	27	26	26
19696	LYRECO	31	30	29
34154	MARCO POLO AVIATION LTD	1	1	1
1976	Maritime Investment & Shipping Co Ltd	12	12	12
1855	Middle East Airlines - Airliban s.a.l.	40	39	38
1098	MIL FRANCE	336	328	321
35455	Mont Blanc Aviation Ltd.	3	3	3
31095	NETJETS INTERNATIONAL	32	31	31
35373	Next Generation Ventures	1	1	1
31199	Nissan Corporate Aviation	2	2	2
32959	NOFA	1	1	1

10326	NOUVELAIR TUNISIE	3 093	3 024	2 954
2088	PAKISTAN INTERNATIONAL AIRLINES CORP.	3 229	3 156	3 084
17921	PLANE SAILING LTD	7	7	7
31920	PRESTBURY TWO LLP	2	2	2
28189	ProAir-Charter-Transport GmbH	4	4	4
22432	QATAR AMIRI FLIGHT	224	219	214
31585	QUALCOMM Incorporated	2	2	2
35828	Related Companies	2	2	2
258	Royal Air Maroc	1 301	1 271	1 242
25946	Salem Aviation	4	4	4
5432	SAUDI OGER	31	30	30
32411	Scotts Miracle-Gro	5	5	5
1249	SELIA	47	46	44
2752	Société Tunisienne de l'Air "TUNISAIR"	1 093	1 068	1 043
2642	SYRIAN ARAB AIRLINES	892	872	852
159	TAG AVIATION S.A.	119	117	114
26684	TAG AVIATION UK LTD	338	330	322
4386	TAM Linhas Aéreas S.A.	103	101	99
799	The Coca-Cola Company	3	2	2
4744	TITAN AIRWAYS	2 164	2 115	2 067
32673	Transavia France	57 154	55 868	54 582
28237	TWIN JET	1 975	1 930	1 886
19445	Vietnam Airlines	5	5	5
33703	Viking Aviation Ltd	1	1	1
23592	Vulcan Inc.	3	3	3
32120	WILDERNESS POINT ASSOC	1	1	1
	TOTAL	**1 806 509**	**1 765 870**	**1 725 233**

Member State:	Croatia			
12495	Croatia Airlines hrvatska zrakoplovna tvrtka d.d.	71 755	70 140	68 526
	TOTAL	**71 755**	**70 140**	**68 526**

Member State:	Italy			
11479	Air Dolomiti S.p.A. LARE	3 232	3 159	3 087
11698	AIR ITALY S.P.A.	228 648	223 504	218 361
23132	Albanian Airlines	4	4	3
28123	AMRASH	3	3	3
36153	BAYHAM LIMITED	8	8	8
20198	Belavia - Belarusian Airlines	29	29	28
8974	BERWIND CORPORATION	3	3	3
590	BRITISH AIRWAYS PLC	542 984	530 769	518 555
35318	CARGOLUX ITALIA	7 824	7 648	7 472
26954	Carnival Corporation	2	2	2
36770	CHEMIPLASTICA AVIATION LTD	2	2	2
f10307	Colony Advisors, LLC	5	5	5
32850	Consolidated Press Holdings Limited	5	4	4
31211	CSC TRANSPORTATION INC	1	1	1
33586	E+A Aviation Ltd.	4	3	3
1039	Ethiopian Airlines Enterprise	10 851	10 607	10 363
35213	GEDEAM TOURISM S.A.	22	21	21

23240	GTC Management Services	2	2	2
493	J C BAMFORD EXCAVATORS LIMITED	35	34	33
f10781	LUCKY FIVES LLC	4	4	3
32051	MERIDIAN AIR COMPANY LTD.	309	302	295
28484	Neos	16 061	15 700	15 338
31232	Petroff Air Ltd	12	12	11
8487	Poste Air Cargo S.R.L.	14 741	14 409	14 078
f10400	SERVICIOS AEREOS SUDAMERICANOS S.A.	3	3	3
8484	SIRIO S.p.A.	310	303	296
34831	Società Aerea Italiana S.p.A.	966 446	944 706	922 966
22663	TAVISTOCK	4	4	4
f11186	Trinity Broadcasting of FL. Inc.	1	1	1
26545	WIDEWORLD SERVICES LTD.	6	6	5
29423	Wind Jet S.p.a.	137 603	134 507	131 412
	TOTAL	**1 929 164**	**1 885 765**	**1 842 368**

Member State: **Cyprus**

10639	AIRSTAR CORPORATION	3	3	3
7132	Joannou & Paraskevaides (Aviation) Limited	16	16	15
	TOTAL	**19**	**19**	**18**

Member State:	Latvia			
23085	”AirBaltic Corporation” A/S	181 349	177 270	173 190
21470	SmartLynx Airlines Limited	9 005	8 803	8 600
	TOTAL	**190 354**	**186 073**	**181 790**

Member State:	Luxembourg			
724	Cargolux Airlines Interantional SA	20 344	19 887	19 429
f11328	eBay Inc.	1	1	1
26052	Global Jet Luxembourg	257	251	246
1781	LUXAIR Société de Navigation Aérienne S.A.	51 827	50 661	49 495
29957	West Air Luxembourg SA	5 350	5 229	5 109
32947	YANGTZE RIVER EXPRESS AIRLINES Company Limited	3 324	3 249	3 174
	TOTAL	**81 103**	**79 278**	**77 454**

Member State:	Hungary			
29227	CityLine Hungary Kft	3 189	3 118	3 046
27768	Smartwings Hungary Kft.	5 577	5 451	5 326
30078	WIZZ AIR HUNGARY LTD	604 841	591 235	577 629
	TOTAL	**613 607**	**599 804**	**586 001**

Member State:	Malta			
256	AIR MALTA PLC	141 734	138 546	135 358
34461	Comlux Malta Ltd.	58	56	55
38482	Vista Jet Ltd	87	85	83
	TOTAL	**141 879**	**138 687**	**135 496**

Member State:	The Netherlands			
2297	ALIA ROYAL JORDANIAN	518	506	495
29157	BROKERAGE & MANAGMT	4	4	4
6984	China Airlines	5 538	5 414	5 289
24134	CHINA SOUTHERN	3 177	3 106	3 035
30777	Corendon Airlines	645	631	616
37301	Corendon Dutch Airlines B.V.	36 571	35 749	34 926
22713	Eastman Chemical Company	2	2	2
29824	EIE EAGLE INC ESTABLISHMENT	2	2	2
1005	ELAL israeli airlines	1 245	1 217	1 189
14846	EVA AIR	5 039	4 925	4 812
3735	KENYA AIRWAYS	45	44	43
12405	KOM Activity I B.V.	10	10	9
1640	Koninklijke Luchtvaart maatschappij NV	701 677	685 893	670 109

29439	Liberty Global Europe BV	22	21	21
f11885	Liberty Global Inc.	2	2	2
1801	MALAYSIA AIRLINES	1 075	1 050	1 026
1833	Martinair Holland N.V.	1 686	1 648	1 611
278	Nippon Cargo Airlines	6 378	6 234	6 091
2440	Shell Aircraft International	18	17	17
2723	Transavia Airlines CV	399 711	390 719	381 728
30852	TUI Airlines Nederland BV	35 028	34 240	33 452
	TOTAL	**1 198 393**	**1 171 434**	**1 144 479**

Member State:	**Austria**

31943	AMGEN	4	4	4
27885	Austin Jet Holding GmbH	14	13	13
440	Austrian Airlines AG	400 165	391 164	382 162
33061	Avcon Jet Aktiengesellschaft	77	75	74
45083	easyJet Europe Airline GmbH	1 793 005	1 752 672	1 712 338
30323	International Jet Management GmbH	135	131	128
9965	Magna International Inc.	2	2	2
35956	Pegasus Jet Ltd.	5	5	5
45298	Sparfell GmbH	175	171	167
25989	The Flying Bulls GmbH	14	14	13
19210	Ukraine International Airlines	3 216	3 144	3 071
	TOTAL	**2 196 812**	**2 147 395**	**2 097 977**

Member State:	Poland			
36143	Enter Air Sp. Z o.o.	67 529	66 010	64 491
30797	Magellan Pro-Service Sp. z o.o.	11	11	11
1763	POLSKIE LINIE LOTNICZE LOT S.A.	211 759	206 995	202 232
38446	Smartwings Poland Sp. z o.o.	53	52	51
	TOTAL	**279 352**	**273 068**	**266 785**

Member State:	Portugal			
9568	Air Bear	4	4	4
10014	ANADARKO PETROLEUM CORPORATION	1	1	1
24973	Flight Management Corporation	2	1	1
32417	IBIS PARTICIPACOES E SERVICOS LTDA	3	3	3
23781	Netjets Transportes Aereos SA	3 146	3 075	3 005
25573	SATA INTERNACIONAL S.A.	469	459	448
5683	SWAGELOK	2	2	2
388	TAAG - Linhas Aéreas de Angola - Angola Airlines	2	2	2
2649	TRANSPORTES AEREOS DECABO VERDE-SA	15	15	14
2656	Transportes Aéreos Portugueses S.A.	484 086	473 197	462 307
27218	White Airways S.A.	1 970	1 926	1 882
	TOTAL	**489 700**	**478 685**	**467 669**

Member State:	Romania			
30600	BLUE AIR AVIATION S.A.	143 492	140 264	137 036
26254	CARPATAIR S.A.	24 076	23 535	22 993
2658	S.C. TAROM S.A.	128 848	125 950	123 051
	TOTAL	**296 416**	**289 749**	**283 080**

Member State:	Slovakia			
36243	Travel Service a.s. organizacná zložka Slovensko	11 786	11 521	11 256
	TOTAL	**11 786**	**11 521**	**11 256**

Member State:	Finland			
380	Alticor Inc.	3	3	3
372	AMERICAN EXPRESS	1	1	1
8930	METROPOLITAN LIFE	5	5	5
1167	Finnair Oyj	467 129	456 621	446 113
22109	FRANKLIN TEMPLETON TRAVEL INC.	7	7	7
8849	HONEYWELL INTERNATIONAL Inc	12	12	12
32127	River Aviation Oy	35	34	33
37304	Verizon Corporate Services Group Inc.	3	3	3
	TOTAL	**467 195**	**456 686**	**446 177**

Member State:	Sweden			
30326	Amapola Flyg AB	5 510	5 386	5 262
31345	ATLANTIC AIRLINES UK	1 799	1 758	1 718
21131	ATRAN	2 338	2 285	2 233
22830	Braathens Regional Airways AB	75 880	74 173	72 466
1116	MIL SWEDEN	90	88	86
24970	Nova Airlines AB	56 716	55 440	54 164
2351	Scandinavian Airlines System SAS	1 198 730	1 171 765	1 144 800
23235	TUIfly Nordic AB	91 821	89 755	87 690
20170	West Air Sweden AB	13 197	12 900	12 604
	TOTAL	**1 446 081**	**1 413 550**	**1 381 023**

Operators currently administered by Switzerland

33938	AMAC AEROSPACE	4	4	4
2850	easyJet Switzerland SA	152 013	148 594	145 174
6101	Edelweiss Air AG	15 466	15 118	14 770
29471	Jet Aviation Zurich-Airport AG	99	97	94
31311	MSC Aviation S.A.	23	22	22
28494	Swiss International Air Lines Ltd.	229 766	224 597	219 429
	TOTAL	**397 371**	**388 432**	**379 493**

V

(Announcements)

PROCEDURES RELATING TO THE IMPLEMENTATION OF COMPETITION POLICY

EUROPEAN COMMISSION

Prior notification of a concentration

(Case M.10620 – GIP / SSE / OTPP / SCOTIA GAS NETWORKS)

Candidate case for simplified procedure

(Text with EEA relevance)

(2022/C 74/05)

1. On 7 February 2022, the Commission received notification of a proposed concentration pursuant to Article 4 of Council Regulation (EC) No 139/2004 ([1]).

This notification concerns the following undertakings:

— Global Infrastructure Partners ('GIP') (USA),

— Ontario Teachers' Pension Plan Board ('OTPP') (Canada),

— SSE plc ('SSE') (UK),

— Scotia Gas Networks Ltd ('SGN') (UK).

GIP, OTPP and SSE will acquire within the meaning of Article 3(1)(b) and 3(4) of the Merger Regulation joint control of SGN.

The concentration is accomplished by way of purchase of shares.

2. The business activities of the undertakings concerned:

— GIP: a leading independent infrastructure fund manager focused on the transport, energy, waste and other sectors,

— OTPP: administration of pension benefits and the investment of pension plan assets,

— SSE: a multinational energy company. SSE's core businesses consist of three segments: i) SSEN Transmission, which owns, operates and maintains the electricity transmission network in the north of Scotland; ii) SSEN Distribution, which owns, operates and maintains the electricity distribution networks in the north of Scotland and central southern England; and iii) SSE Renewables, which carries out the development, construction, operation, and ownership of assets that generate electricity from renewable sources,

— SGN: the second largest gas distribution network in the UK. SGN owns Scotland Gas Networks plc and Southern Gas Networks plc. These two networks cover the whole of Scotland, south London and the south east of England.

([1]) OJ L 24, 29.1.2004, p. 1 (the 'Merger Regulation').

3. On preliminary examination, the Commission finds that the notified transaction could fall within the scope of the Merger Regulation. However, the final decision on this point is reserved.

Pursuant to the Commission Notice on a simplified procedure for treatment of certain concentrations under Council Regulation (EC) No 139/2004 ([2]) it should be noted that this case is a candidate for treatment under the procedure set out in the Notice.

4. The Commission invites interested third parties to submit their possible observations on the proposed operation to the Commission.

Observations must reach the Commission not later than 10 days following the date of this publication. The following reference should always be specified:

M.10620 – GIP / SSE / OTPP / SCOTIA GAS NETWORKS

Observations can be sent to the Commission by email, by fax, or by post. Please use the contact details below:

Email: COMP-MERGER-REGISTRY@ec.europa.eu

Fax +32 22964301

Postal address:

European Commission
Directorate-General for Competition
Merger Registry
1049 Bruxelles/Brussel
BELGIQUE/BELGIË

([2]) OJ C 366, 14.12.2013, p. 5.

OTHER ACTS

EUROPEAN COMMISSION

Publication of the amended product specification following the approval of a minor amendment pursuant to the second subparagraph of Article 53(2) of Regulation (EU) No 1151/2012

(2022/C 74/06)

The European Commission has approved this minor amendment in accordance with the third subparagraph of Article 6(2) of Commission Delegated Regulation (EU) No 664/2014 ([1]).

The application for approval of this minor amendment can be consulted in the Commission's *e*Ambrosia database.

PRODUCT SPECIFICATION OF A TRADITIONAL SPECIALITY GUARANTEED

'SALINĀTĀ RUDZU RUPJMAIZE'

EU No: TSG-LV-1043-AM01 – 30 December 2020

Member State or third country 'Latvia'

1. **Name(s) to be registered:**

'Salinātā rudzu rupjmaize'

2. **Type of product [as in Annex XI]**

Class 2.24. bread, pastry, cakes, confectionery, biscuits and other baker's wares

3. **Grounds for registration**

3.1. *Whether the product:*

☒ results from a mode of production, processing or composition corresponding to traditional practice for that product or foodstuff;

☐ is produced from raw materials or ingredients that are those traditionally used.

'Salinātā rudzu rupjmaize' owes its specific character to its recipe and the technique used for its production.

In contrast to other types of rye bread, the recipe for 'salinātā rudzu rupjmaize' does not involve the use of baker's yeast, but includes coarse rye flour, approx. 0,8 % caraway seeds, 8-16 % sugar, and up to 3 % unfermented rye malt.

The production technique is specific in that before the preparation of the dough, approx. 30 % of the rye flour is 'sweetened', i.e. scalded, and the scalded flour is then set aside and fermented for at least 12 hours. Moreover, the scalded flour is prepared in tubs made from deciduous wood, and after scalding the flour cools more slowly in these tubs than it would in bowls made from metal or other materials. Once the flour has been scalded with hot water (85-95 °C), it is kept at 63-65 °C for a further 2-4 hours to allow starch to be broken down into sugars, giving the product its sweet taste. In addition, microflora containing lactic acid bacteria is preserved on the sides of the tub from scalded flour fermented previously, and this gradually brings about the fermentation of lactic acid and the

([1]) OJ L 179, 19.6.2014, p. 17.

increasing of the scalded flour's acidity as it cools. Lactic acid fermentation hinders the development of undesired microorganisms. The length of the process for preparing the scalded flour and ferment allows microorganisms to multiply in sufficient quantities to give the bread the required sourness, aroma and porosity, and therefore baker's yeast is not added.

Another of the specific characteristics of Latvian 'salinātā rudzu rupjmaize' is that caraway seeds are added during the preparation of the scalded flour and the dough, giving the bread its special caraway-seed aroma.

Latvian 'salinātā rudzu rupjmaize' is also known for the elongated form of the loaf, which is at least twice as long as it is wide, with rounded ends shaped by hand, its smooth and glossy dark-brown crust, coated with starch paste, and its aromatic crumb. 'Salinātā rudzu rupjmaize' is baked on a hot hearth, not on baking trays or in moulds. This ensures an intensive transmission of heat, preserving the hand-shaped form of the bread and creating a larger loaf with a stronger crust.

3.2. *Name:*

☒ has been traditionally used to refer to the specific product;

☐ identifies the traditional character or specific character of the product.

The word 'salināt' means to make sweet, to sweeten, e.g. by pouring hot water onto flour (K. Karulis, *Latviešu etimoloģijas vārdnīca* [Etymological dictionary of the Latvian language], Vol. II, 1992). This is an ancient word, which was already in common use in the western part of Latvia in the 18th century.

The term 'salinātā rudzu rupjmaize' refers to bread baked from coarse rye flour, with scalded flour used in the production process, meaning that hot water is poured over part of the flour in order to impart sweetness to the bread.

In her research work *Mūsu maize. Our Daily Bread* (2004), ethnographer Indra Čekstere explains that in Kurzeme, 'rye bread (*rupjmaize*) is known as "salinātā" maize when part of the flour has been scalded with hot water'.

4. **Description**

4.1. *Description of the product to which the name under point 1 applies, including its main physical, chemical, microbiological or organoleptic characteristics showing the product's specific character (Article 7(2) of this Regulation)*

'Salinātā rudzu rupjmaize' is a naturally leavened bread baked in Latvia from coarse rye flour, with scalded flour and ferment being used in the production process. This type of bread is baked in a hearth oven and shaped into an elongated loaf weighing one or more kilograms, with a smooth and glossy crust to which starch paste or water is applied after baking.

External appearance and shape: an elongated loaf with rounded ends, at least twice as long as it is wide; a mark may be made on the top of the crust, and imprints may be made on the sides.

Crust: dark, smooth and glossy; may be sprinkled with caraway seeds; there may be bran, flour or maple leaves on the underside of the crust.

Crumb: dark, with larger or smaller pores; elastic; the crumb may be slightly moist.

Taste and aroma: pleasant aroma of baked bread and caraway seeds, with a sweet-and-sour rye bread taste.

4.2. *Description of the production method of the product to which the name under point 1 applies that the producers must follow including, where appropriate, the nature and characteristics of the raw materials or ingredients used, and the method by which the product is prepared (Article 7(2) of this Regulation)*

The technique for making 'salinātā rudzu rupjmaize' consists of several stages: preparation, cooling and fermenting of scalded flour, kneading and fermenting of dough, division, forming into loaves, baking.

Recipe for 'salinātā rudzu rupjmaize' (for 10 kg of flour)(*)

Scalded flour Coarse rye flour 3 kg Caraway seeds 0,08–0,1 kg Hot water 6–8 litres Unfermented malt 0,05-0,3 kg Temperature of water: 85-95 °C	 Temperature of scalded flour Initial: 63-68 °C Final: 35-28 °C Preparation time: 12-24 hours
Fermentation of scalded flour Cooled scalded flour 7-10 kg Ferment 0.4-1.6 kg	 Duration of fermentation: 3–6 hours Fermentation temperature: 35–36 °C
Dough Fermented scalded flour 7-12 kg Rye flour 7-10 kg Sugar 0,8-1,6 kg	 Salt 0,15-0,2 kg Duration of fermentation: 2-3 hours Fermentation temperature: 30-34 °C

* This recipe will give approx. 15-20 kg of dough, from which 13 to 18 loaves can be baked with a weight of 1 kg each, bearing in mind that 10 % of the weight is lost during baking. After baking, the loaves are coated with a starch paste which is prepared by boiling together potato flour and water.

The flour which is scalded in order to make 'salinātā rudzu rupjmaize' is coarse rye flour. Traditionally, the scalded flour is prepared in tubs made from planks of deciduous wood from aspen or lime trees, with a volume of approx. 30 l, and is mixed with a wooden spatula. Microflora preserved on the sides of the tub from previously fermented dough stimulates fermentation of lactic acid, so the tub is not washed but is carefully scraped out and kept in a dry place. Around 30 % (3 kg) of the total amount of flour used to produce the bread (10 kg) is used to make the scalded flour. The flour set aside for scalding and the caraway seeds are 'sweetened', i.e. scalded with water of a temperature of around 95 °C. Following this process, the temperature of the scalded flour should be around 63-68 °C.

Usually 2-2,5 times more water than flour is required. Water is added gradually so that the flour and water can be mixed more easily into a homogeneous mass with a consistency similar to that of thick cream. When the scalded flour is at a temperature of 63-65 °C, approx. 50-300 g of unfermented rye malt is added and stirred in thoroughly. The caraway seeds and malt provide the scalded flour with the caraway-seed aroma and specific sweet-and-sour taste of the product. The sweet taste is formed by the breakdown of starch into sugars by the malt, while the sour taste is given by the lactic acid and acetic acid resulting from the fermentation of lactic acid.

If the scalded flour mass is prepared correctly it should have a homogeneous texture similar to that of thick cream, and have a greyish-brown colour. Once prepared, the scalded flour should be left for 2-4 hours in the tub where it was made, ensuring that an optimum temperature (63-65 °C) is maintained so as to allow the conversion of starch into sugar. Then the scalded flour should be mixed so that it cools. The cooling and fermentation of the scalded flour takes place in the same tub over approx. 12-24 hours. When the temperature is around 36 °C, approx. 0,4-1,6 kg of ferment from the previous batch of bread is added to the scalded flour to stimulate the fermentation of lactic acid. The ferment should at first be added only to the upper part of the tub, then a couple of hours later it should be spread deeper, halfway down through the scalded flour, and finally right to the bottom. During fermentation, the scalded flour becomes slightly sour, and an agreeable sweet-and-sour taste is formed.

When the scalded flour has fermented, the dough is kneaded in a wooden kneading tub or a kneading bowl. Rye flour, sugar and salt are added to the scalded flour dough after it has fermented; up to 10 % wheat flour may be added. The dough is kneaded until it no longer sticks to the hands and all the ingredients are evenly mixed together. The upper surface of the dough is evened out with wet hands, covered and placed in a warm place to continue fermenting. Splitting in the upper surface of the dough and a doubling in size shows that the dough has fermented. It can then be divided and baked.

The fermented dough is divided into pieces after moistening the hands with water. 'Salinātā rudzu rupjmaize' is formed into elongated loaves which are then smoothed over with a wet hand; the sides of larger loaves are scored to prevent them from splitting, and a cross, slits or a symbol may be cut into the surface of the loaf. Loaves of dough can be placed onto surfaces covered with cloth, boards or peels which have been sprinkled with bran or covered in maple leaves, and are then placed in the oven. The loaves are baked on the hot hearth, not on baking trays or in moulds. The oven is heated to a higher temperature (280-350 °C) at the start of baking, so that a stronger crust is formed which will not split. Afterwards baking continues at a lower temperature (200-250 °C). Baking takes place for approx. one to two hours, depending on loaf size. When removed from the oven, starch paste or water is applied to the hot loaves, giving a softer and glossier crust.

Organoleptic and physico-chemical indicators of bread quality

Shape, external appearance	Elongated loaf, at least twice as long as it is wide; thick, dark, glossy crust; may be sprinkled with caraway seeds
Crumb porosity	Evenly porous; pores can be larger or smaller
Crumb elasticity	Dark, elastic and slightly moist
Taste and aroma	pleasant aroma of baked bread and caraway seeds, with a sweet-and-sour rye bread taste
Acidity of bread, pH	5-10
Moisture content of bread, %	38-45

After being baked, the hot bread is left to cool and then put in a cool, well-ventilated room or covered with linen cloth. After it has cooled, the bread can be sold as an uncut loaf, or cut into smaller pieces or slices. The bread can also be packed in a cloth, paper or plastic bag. It can be kept at room temperature (15-25 °C) or frozen (– 18 °C). 'Salinātā rudzu rupjmaize' stays fresh for a long time, and can be kept for at least 5-10 days.

4.3. *Description of the key elements establishing the product's traditional character (Article 7(2) of this Regulation)*

Rye bread has always been one of the staple foods in Latvian homes, which is why it is even today a symbolic component of Latvian national identity. Rye bread is included in the Latvian Cultural Canon in the 'Folk Traditions' section. Like its equivalents in other European countries, the Latvian Cultural Canon is compiled as a compendium of the most outstanding and most significant artistic works and cultural treasures reflecting the most important cultural achievements in the nation's history.

In her research work *Mūsu maize. Our daily bread* (2004), the ethnographer Indra Čekstere writes that in Latvian households "it is most often 'salinātā rudzu rupjmaize' which is baked, after pouring hot water over the flour in a tub". A lump of dough from a previous batch of bread is dissolved in warm water and added as a ferment. The runny dough is mixed in the tub and left overnight to ferment. It is beaten with a long wooden spatula. In the morning, the kneading starts. The kneading takes a long time, with caraway seeds and more flour being added. When the dough no longer sticks to the hands, the kneading stops. The tub with the fermenting dough is placed next to the oven and long small loaves are shaped on the peel, which is covered with a dusting of flour or maple leaves and quickly placed in the oven.'

The publication *Latviešu tradicionālie ēdieni* [Latvian traditional dishes] (compiled by I. Heinola and S. Stinkule, published in 2006 with support from the State Cultural Capital Foundation) notes that right up until the early 20th century the main activities among Latvians and Livonians were farming and fishing, and so the staple of their diet consisted of home-made rye bread and various boiled dishes. The publication provides a description of 'salinātā rudzu rupjmaize', noting that rye flour was used in the production of the bread and that part of this flour was scalded. The dough was prepared in a wooden tub and its fermentation was ensured by ferment left from the previous batch of bread and microorganisms preserved on the sides of the tub. Long loaves were formed from the dough, and these were baked in a wood-fired oven.

In her book *Daudzveidīgā maizīte* [The many forms of bread] (1993), bread-making expert Zigrīda Liepiņa also gives a description of the production of traditional 'salinātā rudzu rupjmaize' as it was still made at the beginning of the 20th century. The description stresses the uniqueness of the scalding of the flour and the length of its fermentation in wooden tubs, which create the distinct and pleasant aroma of the bread and its porous and elastic crumb.

Housekeeping and handicrafts teacher M. Leiše described the preparation of and recipe for 'salinātā rudzu rupjmaize'. She noted that it was best to use a vessel made from deciduous wood to prepare the bread, and that a certain amount of hot water should be poured over part of the flour and that this should then be mixed with a wooden spatula until the dough attains a homogenous consistency. Around 12 hours later, when the scalded flour has cooled, ferment is added and the mixture is allowed to ferment, and only then is the dough kneaded. The fermented dough is then divided into pieces and baked in a hot oven on the hearth. (*Praktiskā mājturība* [Practical housekeeping], published by A. Gulbis, Riga, 1931).

L. Dumpe described the way 'salinātā rudzu rupjmaize' was baked in around 1915 in her publication *Latviešu tautas ēdieni* [Latvian national dishes] (2006), based on material gathered during ethnographic expeditions. She notes that 'normal bread was fermented using warm water at 45-65 °C, while "salinātā" bread was fermented using hot water at 95 °C. It was mixed until the dough no longer stuck to the hands and a white stripe remained when it was pulled at with a finger. The kneaded dough was covered and fermented again in a warm place. The fermented dough was divided into pieces, formed into elongated loaves and baked on a hearth. Water or starch paste were then applied to the hot loaves. This made the crust soft and glossy.'

Publication of an application for a Union amendment to a product specification for a name in the wine sector pursuant to Article 97(3) of Regulation (EU) No 1308/2013 of the European Parliament and of the Council

(2022/C 74/07)

This publication confers the right to oppose the application pursuant to Article 98 of Regulation (EU) No 1308/2013 of the European Parliament and of the Council ([1]) within two months from the date of this publication.

APPLICATION FOR A UNION AMENDMENT TO THE PRODUCT SPECIFICATION

'Jumilla'

PDO-ES-A0109-AM05

Date of application: 10 February 2021

1. Applicant and legitimate interest

Consejo Regulador D.O. 'Jumilla' (Regulatory Board for the 'Jumilla' Designation of Origin)

Association consisting of all of the winegrowers and wineries that grow grapes and produce, store or bottle wine intended for or entitled to the 'Jumilla' PDO.

2. Heading in the product specification affected by the amendment(s)

☐ Name of product

☐ Category of the grapevine product

☐ Link

☒ Marketing restrictions

3. Description and reasons for amendment

Packaging within the demarcated geographical area and removing the option of moving the protected wine in bulk to wineries not covered by the PDO.

a) Product specification headings affected: 8. Applicable requirements

b) Single document sections affected: 9. Further conditions

Reason(s)

It is a Union amendment falling into one of the categories provided for in Article 14(1) of Regulation (EU) 2019/33, specifically: further restrictions on the marketing of the product.

Pursuant to Article 4 of Regulation (EU) No 2019/33, justification for the amendment is given as follows:

Quality-related reasons

— The production of 'Jumilla' (PDO) wines does not end with the process of transforming must into wine through alcoholic fermentation and other supplementary processes, but rather with the packaging. This must be considered the final stage in the production of these wines, since it involves other oenological practices that could affect the special characteristics, namely filtering, stabilisation and various types of corrective measures. Furthermore, in many cases, a period of bottle ageing, which takes place in the bottle racks of the certified wineries, is necessary in order to round out the finished wine.

Indeed, all the lessons learned from the wine being permitted to leave the demarcated area in bulk have shown producers the importance of this final stage in wine production.

([1]) OJ L 347, 20.12.2013, p. 671.

This designation of origin was recognised in Spain in 1966. In common with the rest of the sector, its long history has seen considerable progress in quality requirements to that extent that, these days, careful monitoring of bottling is a prerequisite of quality. For this reason, the sector itself wants to ensure that no wine entitled to bear the name 'Jumilla' should escape such monitoring. It is sufficient to point out that 20 years ago, in the 2000-2001 season, 86 % of the wine of this PDO was exported in bulk, whereas now it is only around 4 %.

— Furthermore, it is clear that transport over long distances or for prolonged periods increases the risk of alterations to the product, such as oxidation or temperature changes, which adversely affect quality. Allowing such consignments undermines quality.

Indeed, the producers are so aware of this that the volume placed on the market in bulk is now a fraction of the total sold by the PDO.

— In order to fully safeguard product quality, bottling should be carried by the certified producers belonging to the PDO, meaning within the demarcated area. Such producers are directly responsible for, and beneficiaries of, the prestige of the product, which might otherwise be compromised.

Guarantee of origin

— Appointed by the competent Spanish authority and accredited by the National Accreditation Body under ISO 17065 on product certification, the control body is active within the confines of the demarcated area. Full traceability is necessary to guarantee the actual origin of the raw material and the production. Only the control body can conduct these exercises and, for logistical and financial reasons, it cannot attend wineries in other Member States or third countries in order to guarantee the origin of the wine bottled there.

— Where wine in bulk is sent to operators outside of its scope, the control body provides a guarantee in the form of a consignment note confirming the origin of the product and its compliance with the specifications for 'Jumilla' up to the point of dispatch. However, where there is no subsequent control, this guarantee of origin is useless for the purposes of the PDO and loses its validity.

It is true that EU rules provide for cooperation with the control bodies in the destination countries. Yet experience shows that this is limited to the usual controls carried out by producers. There is no proper check on the requirements for the bottling stage according to the relevant specification.

Specifically, every bottle has to display a guarantee of origin in the form of a secondary label or numbered seal. However, bottling operations outside of the demarcated area do not request these items from the control body. This means that secondary labels and numbered seals are not used despite being required by the specification.

The situation is even worse where bottling takes place in a third country, and some 75 % of 'Jumilla' sold in bulk goes to countries outside the EU. In such cases, there is not even a mechanism in place for conducting controls on these wines.

Furthermore, it is impossible for the control body to know how such products will end up on the market: under the name of the PDO, under another name or blended with other wines.

Guaranteeing control

— Prior to this amendment application, bulk consignments of the protected wine were accompanied by a certificate of origin at the request of the registered operator.

Based on the reasons set out above, and on experience, and given the lack of quality assurance and control inherent in bulk consignments, it seems inappropriate to continue issuing certificates for wines that cease to be subject to any control before being placed on the market.

— The volumes of bulk exports have been gradually decreasing over time, as current figures clearly show. As an example, during the 2010-2011 season, 20 704 hectolitres, some 25 % of production, were exported. In the 2019-2020 season, the figure was 8 939 hectolitres, around 4 % of production. Thus far in the 2021 season, there have been no consignments of wine in bulk. This further reduces the justification for any attempts by the certifying body to carry out controls as the volumes are very small and widely dispersed across different destinations.

— In addition, the control body itself and its competent authority believe that, in reality, these wines end up being placed on the market without the 'Jumilla' PDO. Therefore none of the producers that bottle PDO 'Jumilla' wine will have to change their practices and nor will their interests be affected.

None of the producers exporting in bulk disagrees with this measure, which has been approved by all wineries and winegrowers belonging to the Designation of Origin. There were no interventions during the national opposition procedure to approve this amendment to the specification.

— The National Accreditation Body, which annually audits the work of the control body, has commented on the loss of control over volumes exported with the control body's guarantee. This amendment will also resolve such problems, which could undermine the control body's status as a certifying body for wine.

SINGLE DOCUMENT

1. **Name of product**

Jumilla

2. **Geographical indication type**

PDO – Protected Designation of Origin

3. **Categories of grapevine products**

1. Wine

3. Liqueur wine

4. **Description of the wine(s)**

1. *White wines ('Jumilla' and 'Jumilla Dulce')*

Appearance: ranging from steely to topaz. Clear and bright.

Aroma: fresh fruit. The sweet wines may have dried fruit notes.

Taste: balance of acidity and sweetness. In the sweet wines, sweetness predominates over acidity.

Analytical requirements not included in the table are in accordance with EU wine legislation in force.

General analytical characteristics	
Maximum total alcoholic strength (in % volume)	
Minimum actual alcoholic strength (in % volume)	11
Minimum total acidity	4 grams per litre expressed as tartaric acid
Maximum volatile acidity (in milliequivalents per litre)	13,3
Maximum total sulphur dioxide (in milligrams per litre)	

2. *Rosé wines ('Jumilla' and 'Jumilla Dulce')*

CONCISE TEXTUAL DESCRIPTION

Appearance: ranging from raspberry-pink to pale salmon. Clear and bright.

Aroma: fresh fruit. Red fruit. The sweet wines may have dried fruit notes.

Taste: balanced acidity. In the sweet wines, sweetness predominates over acidity.

Analytical requirements not included in the table are in accordance with EU wine legislation in force.

General analytical characteristics	
Maximum total alcoholic strength (in % volume)	
Minimum actual alcoholic strength (in % volume)	11,5
Minimum total acidity	4 grams per litre expressed as tartaric acid
Maximum volatile acidity (in milliequivalents per litre)	13,3
Maximum total sulphur dioxide (in milligrams per litre)	

3. *Rosé wines (Jumilla Monastrell)*

CONCISE TEXTUAL DESCRIPTION

Appearance: ranging from raspberry-pink to pale salmon. Clear and bright.

Aroma: fresh fruit. Red fruit. The sweet wines may have dried fruit notes.

Taste: balanced acidity. In the sweet wines, sweetness predominates over acidity.

Analytical requirements not included in the table are in accordance with EU wine legislation in force.

General analytical characteristics	
Maximum total alcoholic strength (in % volume)	
Minimum actual alcoholic strength (in % volume)	12
Minimum total acidity	4 grams per litre expressed as tartaric acid
Maximum volatile acidity (in milliequivalents per litre)	13,3
Maximum total sulphur dioxide (in milligrams per litre)	

4. *Red wines (Jumilla Monastrell)*

CONCISE TEXTUAL DESCRIPTION

Appearance: ranging from violet to brick-red, sweet wines may develop an ochre shade. Clear and bright.

Aroma: red fruit. Black fruit. The sweet wines have dried fruit notes.

Taste: balanced acidity. Tannic. In the sweet wines, sweetness predominates over acidity.

Analytical requirements not included in the table are in accordance with EU wine legislation in force.

General analytical characteristics	
Maximum total alcoholic strength (in % volume)	
Minimum actual alcoholic strength (in % volume)	12,5

General analytical characteristics	
Minimum total acidity	4 grams per litre expressed as tartaric acid
Maximum volatile acidity (in milliequivalents per litre)	13,3
Maximum total sulphur dioxide (in milligrams per litre)	

5. *Red wines ('Jumilla' and 'Jumilla Dulce')*

CONCISE TEXTUAL DESCRIPTION

Appearance: ranging from violet to brick-red, sweet wines may develop an ochre shade. Clear and bright.

Aroma: red fruit. Black fruit. The sweet wines have dried fruit notes.

Taste: balanced acidity. Tannic. In the sweet wines, sweetness predominates over acidity.

Analytical requirements not included in the table are in accordance with EU wine legislation in force.

General analytical characteristics	
Maximum total alcoholic strength (in % volume)	
Minimum actual alcoholic strength (in % volume)	12
Minimum total acidity	4 grams per litre expressed as tartaric acid
Maximum volatile acidity (in milliequivalents per litre)	13,3
Maximum total sulphur dioxide (in milligrams per litre)	

6. *Liqueur wines (Tinto Monastrell)*

CONCISE TEXTUAL DESCRIPTION

Appearance: ranging from cherry red to ochre. Clear and bright.

Aroma: black fruit. Dried fruit.

Taste: sweetness predominates over acidity. Tannic.

Analytical requirements not included in the table are in accordance with EU wine legislation in force.

General analytical characteristics	
Maximum total alcoholic strength (in % volume)	
Minimum actual alcoholic strength (in % volume)	15
Minimum total acidity	
Maximum volatile acidity (in milliequivalents per litre)	
Maximum total sulphur dioxide (in milligrams per litre)	

5. **Wine making practices**

a. *Specific oenological practices*

Cultivation method

Vineyards covered by the 'Jumilla' protected designation of origin can be subject to extensive cultivation or intensive cultivation methods.

Extensive cultivation: for vineyards in which, for reasons of terrain, altitude, rainfall and other environmental factors, planting density complies with the following agricultural parameters: maximum 1 900 plants per hectare and minimum 1 100 plants per hectare.

Intensive cultivation: for vineyards which, again according to environmental conditions, comply with the following agricultural parameters: planting density between 3 350 and 1 500 plants per hectare.

Grapes are harvested in a way that does not harm their quality. For wines covered by the PDO, only healthy grapes are used which are sufficiently ripe and at a minimum of 10,70º Baumé for white grapes, and 11º Baumé for red grapes.

Monastrell grapes intended to be used for liqueur wine must be at a minimum of 13º Baumé when harvested.

In pressing, the must and wine are subject to pressures giving a maximum yield that, following transformation, cannot exceed 74 litres of finished wine per 100 kilograms of grapes.

For the purpose of calculating the ageing processes, the first day of October of each year is taken as the start.

b. *Maximum yields*

1. Widely cultivated red varieties

5 000 kilograms of grapes per hectare

37 hectolitres per hectare

2. Widely cultivated white varieties

5 625 kilograms of grapes per hectare

41,62 hectolitres per hectare

3. Intensive cultivation

8 750 kilograms of grapes per hectare

64,75 hectolitres per hectare

6. **Demarcated geographical area**

The production area for wines covered by the protected designation of origin 'Jumilla' comprises land situated within the municipalities of Jumilla, in the province of Murcia, and Fuentealamo, Albatana, Ontur, Hellín, Tobarra and Montealegre del Castillo in the province of Albacete.

7. **Wine grape variety(ies)**

AIRÉN

CABERNET SAUVIGNON

CHARDONNAY

GARNACHA TINTA

GARNACHA TINTORERA

MACABEO - VIURA

MALVASIA AROMATICA - MALVASIA DE SITGES

MERLOT

MONASTRELL

MOSCATEL DE GRANO MENUDO

PEDRO XIMENEZ

PETIT VERDOT

SAUVIGNON BLANC

SYRAH

TEMPRANILLO - CENCIBEL

VERDEJO

8. **Description of the link(s)**

8.1. *Wine*

The most important grape is Monastrell, a very hardy variety that is perfectly adapted to the harsh conditions of the area, with its drought, very hot summers and spring frosts. It produces full bodied, fleshy wines, rich in alcohol and acidity with highly characteristic aromas of ripe fruit and a well-integrated astringency.

The other authorised varieties perfectly complement Monastrell, stabilising the colour and adding acidity and ageing capacity, as well as harmonising the aromas perfectly.

8.2. *Liqueur wines*

These wines are made from Monastrell, a variety which gives them colour intensity ranging from medium to very high, potentially almost opaque, as a result of the high temperatures characteristic of the area.

9. **Specific further requirements (packaging, labelling, other requirements)**

Labelling

Legal framework:

In national legislation

Type of further condition:

Additional provisions relating to labelling

Description of the condition:

The name of the protected designation of origin must appear prominently on the labels, in a font that must be a minimum of 3 millimetres and a maximum of 10 millimetres in height.

The name must appear next to the words 'Denominación de Origen Protegida' or 'Denominación de Origen', which must be in a font of a minimum of 2 millimetres in height, but which must always be smaller than the accompanying name of the PDO.

Other references will be those laid down in the general legislation on wine labelling, and in the specific rules and regulations on labelling established by the Regulatory Board and currently in force.

Packaging must include quality seals, secondary labels or numbered labels issued by the Regulatory Board. These must be affixed by the winery and be visible on the packaging in a way that prevents their re-use.

Transporting wines

Legal framework

For an organisation that manages PDOs/PGIs, when thus provided for by Member States.

Type of further condition

Packaging within the demarcated geographical area

Description of the condition

The protected wine must be packaged exclusively in facilities located within the production area of PDO 'Jumilla'.

In order to ensure appropriate use of the PDO, all protected wines must be dispatched in the packaging.

Production of the wines with the designation of origin does not end with the process of transforming must into wine through alcoholic fermentation and other, supplementary processes, but rather with packaging. This must be considered the final stage in the production of these wines, since it involves other oenological practices that could affect the special characteristics, namely: filtering, stabilisation and various types of corrective measures. Furthermore, in many cases, a period of bottle ageing is necessary in order to round out the finished wine. In addition, it is clear that transport over long distances or for prolonged periods increases the risk of alterations to the product, such as oxidation or temperature changes, which adversely affect the quality. Therefore, in order to preserve the quality of the wine, it is necessary to bottle it within the demarcated area of the PDO.

The control body is appointed by the competent Spanish authority and accredited by the National Accreditation Body under ISO 17065 on product certification. In the case of bulk volumes dispatched to operators outside the demarcated area, the control body can only guarantee origin and compliance with the 'Jumilla' PDO up to the point of dispatch. However, for reasons of logistics and cost, the control body cannot operate in destination countries where, in practice, the national competent authorities do not carry out controls either. Some 75 % of consignments in bulk go to third countries. Consequently, the control body does not know how these wines are placed on the market. What it does know is that the bottles do not display the secondary label or numbered seal as required since there are no requests for these from the bottling operations. This means that there should not be bottling operations involving 'Jumilla' (PDO) outside of the demarcated area. Therefore, in order to guarantee the origin and to safeguard control, it is necessary for all the wine to be bottled within the demarcated area.

Link to the product specification

https://www.mapa.gob.es/es/alimentacion/temas/calidad-diferenciada/pcdopjumillamodificacionmayoram05limpio_tcm30-556674.pdf

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