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⁽¹⁾ Text with EEA relevance

EN

Acts whose titles are printed in light type are those relating to day-to-day management of agricultural matters, and are generally valid for a limited period.

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⁽¹⁾ Text with EEA relevance

II

(Non-legislative acts)

REGULATIONS

COMMISSION IMPLEMENTING REGULATION (EU) No 1170/2014

of 29 October 2014

correcting the Slovenian version of Commission Regulation (EC) No 504/2008 implementing Council Directives 90/426/EEC and 90/427/EEC as regards methods for the identification of equidae

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

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

Having regard to Council Directive 2009/156/EC of 30 November 2009 on animal health conditions governing the movement and importation from third countries of equidae ⁽¹⁾, and in particular Article 4(4) thereof,

Having regard to Council Directive 90/427/EEC of 26 June 1990 on the zootechnical and genealogical conditions governing intra-Community trade in equidae ⁽²⁾, and in particular Article 4(2)(c) and (d), the second indent of Article 6(2) and the first subparagraph of Article 8(1) thereof,

Having regard to Council Directive 94/28/EC of 23 June 1994 laying down the principles relating to the zootechnical and genealogical conditions applicable to imports from third countries of animals, their semen, ova and embryos, and amending Directive 77/504/EEC on pure-bred breeding animals of the bovine species ⁽³⁾, and in particular Article 3(4) thereof,

Whereas:

- (1) In the Slovenian language version of Commission Regulation (EC) No 504/2008 ⁽⁴⁾ the phrase 'all types including VEE' is erroneous and therefore a correction of the Slovenian language version is necessary. The other language versions are not affected.
- (2) Regulation (EC) No 504/2008 should therefore be corrected accordingly.
- (3) The measures provided for in this Regulation are in accordance with the opinion of the Standing Committee on the Food Chain and Animal Health and the Standing Committee on Zootechnics,

HAS ADOPTED THIS REGULATION:

Article 1

Concerns only the Slovenian language version.

⁽¹⁾ OJ L 192, 23.7.2010, p. 1.

⁽²⁾ OJ L 224, 18.8.1990, p. 55.

⁽³⁾ OJ L 178, 12.7.1994, p. 66.

⁽⁴⁾ Commission Regulation (EC) No 504/2008 of 6 June 2008 implementing Council Directives 90/426/EEC and 90/427/EEC as regards methods for the identification of equidae (OJ L 149, 7.6.2008, p. 3).

Article 2

This Regulation shall enter into force on the 20th day following that of its publication in the *Official Journal of the European Union*.

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

Done at Brussels, 29 October 2014.

For the Commission
The President
José Manuel BARROSO

COMMISSION REGULATION (EU) No 1171/2014**of 31 October 2014****amending and correcting Annexes I, III, VI, IX, XI and XVII to Directive 2007/46/EC of the European Parliament and of the Council establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles****(Text with EEA relevance)**

THE EUROPEAN COMMISSION,

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

Having regard to Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (Framework Directive) ⁽¹⁾, and in particular Article 39(2) thereof,

Whereas:

- (1) Directive 2007/46/EC establishes a harmonised framework containing the administrative provisions and general technical requirements for new vehicles. Directive 2007/46/EC made the EC whole-vehicle type-approval mandatory for all vehicle categories, including those built in multi stages, in accordance with the timetable set out in its Annex XIX.
- (2) It is necessary to supplement the requirements of Annex XVII to Directive 2007/46/EC on the procedure to be followed during multi-stage EC approval to make this procedure fully operational. Annexes I, III and IX of Directive 2007/46/EC need also to be amended to ensure the link between the different stages of construction of a multi-stage built vehicle.
- (3) Regulation (EC) No 661/2009 of the European Parliament and of the Council ⁽²⁾, provided for the repeal of several directives and their replacement by the corresponding United Nations Economic Commission for Europe (UNECE) Regulations. With the repeal of most of those directives by Regulation (EC) No 661/2009 from 1 November 2014, it is appropriate to update the relevant entries in Annex VI to Directive 2007/46/EC.
- (4) It is appropriate to correct Annex IX to Directive 2007/46/EC to ensure consistency in the numbering used in the different models of certificate of conformity for the entries concerning the mass in running order and the actual mass. In addition, it is necessary to clarify in Annex XI that head restraint systems are only mandatory for vehicles of category M₁.
- (5) Directive 2007/46/EC should therefore be amended accordingly.
- (6) It is necessary to give sufficient time to manufacturers to adapt their vehicles to the new requirements concerning the multi-stage type-approval procedure and to modify the certificate of conformity, as required by this Regulation.
- (7) The measures provided for in this Regulation are in accordance with the opinion of the Technical Committee — Motor Vehicles,

HAS ADOPTED THIS REGULATION:

Article 1

1. Annexes I, III, VI, IX and XI to Directive 2007/46/EC are amended in accordance with Annex I to this Regulation.
2. Annex XVII to Directive 2007/46/EC is replaced by the text in Annex II to this Regulation.

⁽¹⁾ OJ L 263, 9.10.2007, p. 1.⁽²⁾ Regulation (EC) No 661/2009 of the European Parliament and of the Council of 13 July 2009 concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefor (OJ L 200, 31.7.2009, p. 1.)

Article 2

Type-approvals of new vehicle types shall be granted in accordance with Directive 2007/46/EC as amended by this Regulation.

Manufacturers shall deliver certificates of conformity in accordance with Directive 2007/46/EC as amended by this Regulation for all new vehicles.

Article 3

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

It shall apply from 1 January 2016. It may apply before this date at the request from manufacturers to the approval authority.

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

Done at Brussels, 31 October 2014.

For the Commission

The President

José Manuel BARROSO

ANNEX I

Directive 2007/46/EC is amended as follows:

(1) Annex I is amended as follows:

(a) the following point 0.2.2 is inserted:

'0.2.2. For multi-stage approved vehicles, type-approval information of the base/previous stage vehicle (list the information for each stage. This can be done with a matrix)

Type:

Variant(s):

Version(s):

Type-approval number, including extension number

(b) the following point 0.5.1 is inserted:

'0.5.1. For multi-stage approved vehicles, company name and address of the manufacturer of the base/previous stage(s) vehicle.....'

(2) Annex III is amended as follows:

(a) the following point 0.2.2 is inserted:

'0.2.2. For multi-stage approved vehicles, type-approval information of the base/previous stage vehicle (list the information for each stage. This can be done with a matrix):

Type:

Variant(s):

Version(s):

Type-approval number, including extension number

(b) the following point 0.5.1 is inserted:

'0.5.1. For multi-stage approved vehicles, company name and address of the manufacturer of the base/previous stage(s) vehicle.....'

(c) the following points 2.17, 2.17.1 and 2.17.2 are inserted:

'2.17. Vehicle submitted to multi-stage type-approval (only in the case of incomplete or completed vehicles of category N₁ within the scope of Regulation (EC) No 715/2007: yes/no ⁽¹⁾)

2.17.1. Mass of the base vehicle in running order: kg.

2.17.2. Default added mass (DAM), calculated in accordance with Section 5 of Annex XII to Regulation (EC) No 692/2008: kg.'

(3) Annex VI is amended as follows:

(a) Model A, point 0.5 is amended as follows:

'0.5. Company name and address of manufacturer of the complete/completed vehicle ⁽¹⁾'

(b) Model A, the following point 0.5.1 is inserted:

'0.5.1. For multi-stage approved vehicles, company name and address of the manufacturer of the base/previous stage(s) vehicle'

(c) Model A, the Appendix is replaced by the following:

Appendix

**List of regulatory acts to which the type of vehicle complies
(to be filled in only in the case of type-approval in accordance with Article 6(3)).**

Subject ⁽¹⁾	Regulatory act reference ⁽¹⁾	As amended by	Applicable to variants
1. Permissible sound level			
2. Emissions			
3. Fuel tanks/Rear protective devices			
...			

⁽¹⁾ In accordance with Annex IV to this Directive'

(4) Annex IX is amended as follows:

(a) Part I, Complete and completed vehicles, is amended as follows:

(i) in 'Model B — Side 1, Completed vehicles, EC certificate of conformity', point 0.2.2 is replaced by the following:

'0.2.2. For multi-stage approved vehicles, type-approval information of the base/previous stages vehicle (list the information for each stage):

Type:

Variant ^(a):

Version ^(a):

Type-approval number, extension number

(ii) in 'Model B — Side 1, Completed vehicles, EC certificate of conformity', point 0.5.1 is replaced by the following:

'0.5.1. For multi-stage approved vehicles, company name and address of the manufacturer of the base/previous stage(s) vehicle.....'

(iii) in 'Side 2 — Vehicle category O₃ and O₄ (complete and completed vehicles)', the following point 13.2 is inserted:

'13.2. Actual mass of the vehicle: kg'

(b) Part II, Incomplete vehicles, is amended as follows:

(i) in 'Model C1 — Side 1, Incomplete vehicles, EC certificate of conformity', the following point 0.2.2 is inserted:

'0.2.2. For multi-stage approved vehicles, type-approval information of the base/previous stages vehicle (list the information for each stage):

Type:

Variant ^(a):

Version ^(a):

Type-approval number, extension number

- (ii) in 'Model C1 — Side 1, Incomplete vehicles, EC certificate of conformity', the following point 0.5.1 is inserted:
'0.5.1. For multi-stage approved vehicles, company name and address of the manufacturer of the base/previous stage(s) vehicle.....'
- (iii) in 'Side 2 — Vehicle category M₁ (incomplete vehicles)', point 13.2 is deleted
- (iv) in 'Side 2 — Vehicle category M₁ (incomplete vehicles)', point 14 is replaced by the following:
'14. Mass in running order of the incomplete vehicle: ... kg'
- (v) in 'Side 2 — Vehicle category M₁ (incomplete vehicles)', the following point 14.2 is inserted:
'14.2. Actual mass of the vehicle of the incomplete vehicle: ... kg'
- (vi) in 'Side 2 — Vehicle category M₂ (incomplete vehicles)', point 14 is replaced by the following:
'14. Mass in running order of the incomplete vehicle: ... kg'
- (vii) in 'Side 2 — Vehicle category M₂ (incomplete vehicles)', the following point 14.2 is inserted:
'14.2. Actual mass of the incomplete vehicle: ... kg'
- (viii) in 'Side 2 — Vehicle category M₃ (incomplete vehicles)', point 14 is replaced by the following:
'14. Mass in running order of the incomplete vehicle: ... kg'
- (ix) in 'Side 2 — Vehicle category M₃ (incomplete vehicles)', the following point 14.2 is inserted:
'14.2. Actual mass of the incomplete vehicle: ... kg'
- (x) in 'Side 2 — Vehicle category N₁ (incomplete vehicles)', point 13 is deleted
- (xi) in 'Side 2 — Vehicle category N₁ (incomplete vehicles)', point 14 is replaced by the following:
'14. Mass in running order of the incomplete vehicle: ... kg'
- (xii) in 'Side 2 — Vehicle category N₁ (incomplete vehicles)', the following point 14.2 is inserted:
'14.2. Actual mass of the incomplete vehicle: ... kg'
- (xiii) in 'Side 2 — Vehicle category N₂ (incomplete vehicles)', point 14 is replaced by the following:
'14. Mass in running order of the incomplete vehicle: ... kg'
- (xiv) in 'Side 2 — Vehicle category N₂ (incomplete vehicles)', the following point 14.2 is inserted:
'14.2. Actual mass of the incomplete vehicle: ... kg'
- (xv) in 'Side 2 — Vehicle category N₃ (incomplete vehicles)', point 14 is replaced by the following:
'14. Mass in running order of the incomplete vehicle: ... kg'
- (xvi) in 'Side 2 — Vehicle category N₃ (incomplete vehicles)', the following point 14.2 is inserted:
'14.2. Actual mass of the incomplete vehicle: ... kg'
- (xvii) in 'Side 2 — Vehicle category O₁ and O₂ (incomplete vehicles)', point 14 is replaced by the following:
'14. Mass in running order of the incomplete vehicle: ... kg'
- (xviii) in 'Side 2 — Vehicle category O₁ and O₂ (incomplete vehicles)', the following point 14.2 is inserted:
'14.2. Actual mass of the incomplete vehicle: ... kg'
- (xix) in 'Side 2 — Vehicle category O₃ and O₄ (incomplete vehicles)', point 14 is replaced by the following:
'14. Mass in running order of the incomplete vehicle: ... kg'

(xx) in 'Side 2 — Vehicle category O₃ and O₄ (incomplete vehicles)', the following point 14.2 is inserted:

'14.2. Actual mass of the incomplete vehicle: ... kg'

(xxi) in the explanatory notes relating to Annex IX, footnote e is replaced by the following:

'(e) Entries 4 and 4.1 shall be completed in accordance with definitions 25 (Wheelbase) and 26 (Axle spacing) of Regulation (EU) No 1230/2012 respectively'

(5) Annex XI is amended as follows:

(a) In appendix 1, entry 38A is amended as follows:

'38A	Head restraints (headrests), whether or not incorporated in vehicle seats	Regulation (EC) No 661/2009 UNECE Regulation No 25	D	G+D'		
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(b) In appendix 4, entry 38A shall be deleted.

ANNEX II

ANNEX XVII

PROCEDURES TO BE FOLLOWED DURING MULTI-STAGE EC TYPE-APPROVAL

1. OBLIGATIONS OF MANUFACTURERS

- 1.1. The satisfactory operation of the process of multi-stage EC type-approval requires joint action by all the manufacturers concerned. To this end approval authorities must ensure, before granting first and subsequent stage approval, that suitable arrangements exist between the relevant manufacturers for the supply and interchange of documents and information such that the completed vehicle type meets the technical requirements of all the relevant regulatory acts as prescribed in Annex IV or Annex XI. Such information must include details of relevant system, component and separate technical unit approvals and of vehicle parts which form part of the incomplete vehicle but are not yet approved. The manufacturer of the previous stage shall provide information to the manufacturer of the subsequent stage regarding any change that may affect system type-approvals or the whole vehicle type-approval. Such information shall be provided as soon as the new extension to the whole vehicle type has been issued and at the latest on the starting date of production of the incomplete vehicle.
- 1.2. Each manufacturer in a multi-stage EC type-approval process is responsible for the approval and conformity of production of all systems, components or separate technical units manufactured by him or added by him to the previously built stage. The manufacturer of the subsequent stage is not responsible for subjects which have been approved in an earlier stage except in those cases where he modifies relevant parts to an extent that the previously granted approval becomes invalid.
- 1.3. The multi-stage procedure may be used by a single manufacturer. However, the multi-stage procedure shall not be used to circumvent the requirements applicable to vehicles built in a single stage. In particular, vehicles approved in this way are not considered to be multi-stage build in the context of paragraph 3.4 of this Annex and Articles 22, 23 and 27 of this Directive (Small series and End of Series limits).

2. OBLIGATIONS OF TYPE-APPROVAL AUTHORITIES

2.1. The type-approval authority shall:

- (a) verify that all EC type-approval certificates issued pursuant to the regulatory acts which are applicable for vehicle type-approval cover the vehicle type at its state of completion and correspond to the prescribed requirements;
- (b) ensure that all the relevant data, taking account of the state of completion of the vehicle, is included in the information folder;
- (c) by reference to the documentation make sure that the vehicle specification(s) and data contained in Part I of the vehicle information folder are included in the data in the information packages and in the EC type-approval certificates, in respect of the relevant regulatory acts; and in the case of a completed vehicle, where an item number in Part I of the information folder is not included in the information package of any of the regulatory acts, confirm that the relevant part or characteristic conforms to the particulars in the information folder;
- (d) on a selected sample of vehicles from the type to be approved carry out or arrange to be carried out inspections of vehicle parts and systems to verify that the vehicle(s) is/are built in accordance with the relevant data contained in the authenticated information package in respect of all relevant regulatory acts;
- (e) carry out or arrange to be carried out relevant installation checks in respect of separate technical units where applicable.

2.2. The number of vehicles to be inspected for the purposes of paragraph 2.1(d) shall be sufficient to permit the proper control of the various combinations to be EC type-approved according to the state of completion of the vehicle and the following criteria:

- engine,
- gearbox,

- powered axles (number, position, interconnection),
- steered axles (number and position),
- body styles,
- number of doors,
- hand of drive,
- number of seats,
- level of equipment.

3. APPLICABLE REQUIREMENTS

- 3.1. EC type-approvals in accordance with this Annex are granted on the basis of the current state of completion of the vehicle type and shall incorporate all approvals granted at earlier stages.
- 3.2. For the whole vehicle type-approval, the legislation (in particular the requirements of Annex II and the particular acts listed in Annex IV and Annex XI to this Directive) shall apply in the same manner as if the approval would be granted (or extended) to the manufacturer of the base vehicle.
- 3.2.1 If a vehicle system/component type has not been modified, the system/component approval granted in the previous stage remains valid as long as the date for first registration in the particular regulatory act has not been reached.
- 3.2.2. Where a vehicle system type has been modified at the subsequent stage to the extent that it has to be retested for type-approval purposes, the assessment shall be limited to only those parts of the system which have been modified or affected by the changes.
- 3.2.3 Where a vehicle system or whole vehicle type has been modified by another manufacturer at the subsequent stage to the extent that, except the manufacturer name, it may still be considered as the same type, the requirement applying to existing types may still be applied as long as the date for first registration in the relevant regulatory act has not been reached.
- 3.2.4. Where the category of a vehicle is changed, the relevant requirements for the new category shall be fulfilled. The type-approval certificates from the previous category may be accepted provided that the requirements that the vehicle complies with are the same or more stringent than those applying to the new category.
- 3.3. Subject to the agreement of the approval authority, a whole vehicle type-approval granted to the manufacturer of the subsequent stage needs not to be extended or revised where an extension given at the previous stage vehicle does not affect the subsequent stage or the technical data of the vehicle. However, the type-approval number including the extension of the previous stage(s) vehicle shall be copied in point 0.2.2 of the certificate of conformity of the subsequent stage vehicle.
- 3.4. Where the cargo area of a complete or completed vehicle of category N or O is modified by another manufacturer for the addition of removable fittings to store and secure the cargo (for example, load space lining, storage racks and roof racks), such items can be treated as part of the pay-mass and an approval is not needed, if both of the following conditions are met:
- (a) the modifications do not affect the vehicle's type-approval in any way, other than an increase of the actual mass of the vehicle;
 - (b) the added fittings can be removed without using special tools.

4. IDENTIFICATION OF THE VEHICLE

- 4.1. The identification number of the base vehicle (VIN) prescribed by Regulation (EU) No 19/2011⁽¹⁾ shall be retained during all the subsequent stages of the type-approval process to ensure the "traceability" of the process.

⁽¹⁾ Commission Regulation (EU) No 19/2011 of 11 January 2011 concerning type-approval requirements for the manufacturer's statutory plate and for the vehicle identification number of motor vehicles and their trailers and implementing Regulation (EC) No 661/2009 of the European Parliament and of the Council concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefor (OJ L 8, 12.1.2011, p. 1.)

4.2. At the second and subsequent stages, in addition to the statutory plate prescribed by Regulation (EU) No 19/2011, each manufacturer shall affix to the vehicle an additional plate the model of which is shown in the appendix to this Annex. This plate shall be firmly attached, in a conspicuous and readily accessible position on a part not subject to replacement in use. It shall show clearly and indelibly the following information in the order listed:

- name of the manufacturer,
- Sections 1, 3 and 4 of the EC type-approval number,
- the stage of approval,
- vehicle identification number of the base vehicle,
- technically permissible maximum laden mass of the vehicle where the value has changed during the current stage of approval,
- technically permissible maximum laden mass of the combination (where the value has changed during the current stage of approval and where the vehicle is permitted to tow a trailer). "0" shall be used if the vehicle is not permitted to tow a trailer,
- technically permissible maximum mass on each axle, listed in order from front to rear where the value has changed during the current stage of approval,
- in the case of a semi-trailer or centre-axle trailer, the technically permissible maximum mass at the coupling point where the value has changed during the current stage of approval.

Unless otherwise provided for above, the plate shall comply with the requirements of Annex I and Annex II to Regulation (EU) No 19/2011.

*Appendix***MODEL OF THE MANUFACTURER'S ADDITIONAL PLATE**

The example below is given as a guide only.

MANUFACTURER'S NAME (stage 3)
e2*2007/46*2609
Stage 3
WD9VD58D98D234560
1 500 kg
2 500 kg
1 – 700 kg
2 – 810 kg'

COMMISSION IMPLEMENTING REGULATION (EU) No 1172/2014**of 31 October 2014****establishing the standard import values for determining the entry price of certain fruit and vegetables**

THE EUROPEAN COMMISSION,

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

Having regard to Regulation (EU) No 1308/2013 of the European Parliament and of the Council of 17 December 2013 establishing a common organisation of the markets in agricultural products and repealing Council Regulations (EEC) No 922/72, (EEC) No 234/79, (EC) No 1037/2001 and (EC) No 1234/2007 ⁽¹⁾,

Having regard to Commission Implementing Regulation (EU) No 543/2011 of 7 June 2011 laying down detailed rules for the application of Council Regulation (EC) No 1234/2007 in respect of the fruit and vegetables and processed fruit and vegetables sectors ⁽²⁾, and in particular Article 136(1) thereof,

Whereas:

- (1) Implementing Regulation (EU) No 543/2011 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 XVI, Part A thereto.
- (2) The standard import value is calculated each working day, in accordance with Article 136(1) of Implementing Regulation (EU) No 543/2011, taking into account variable daily data. Therefore this Regulation should enter into force on the day of its publication in the *Official Journal of the European Union*,

HAS ADOPTED THIS REGULATION:

Article 1

The standard import values referred to in Article 136 of Implementing Regulation (EU) No 543/2011 are fixed in the Annex to this Regulation.

Article 2

This Regulation shall enter into force on the day of its publication in the *Official Journal of the European Union*.

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

Done at Brussels, 31 October 2014.

*For the Commission,
On behalf of the President,
Jerzy PLEWA*

Director-General for Agriculture and Rural Development

⁽¹⁾ OJ L 347, 20.12.2013, p. 671.

⁽²⁾ OJ L 157, 15.6.2011, p. 1.

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	AL	62,5
	MA	74,2
	MK	57,9
	ZZ	64,9
0707 00 05	AL	74,3
	MK	80,7
	TR	126,5
	ZZ	93,8
0709 93 10	MA	64,8
	TR	135,9
	ZZ	100,4
0805 50 10	AR	72,8
	TR	89,7
	UY	29,5
	ZZ	64,0
0806 10 10	BR	292,6
	MD	36,9
	PE	376,1
	TR	147,9
	US	400,6
	ZZ	250,8
	0808 10 80	BR
CA		88,6
CL		87,4
NZ		145,6
US		207,7
ZA		169,6
ZZ		125,4
0808 30 90	CN	68,8
	TR	99,6
	ZZ	84,2

⁽¹⁾ Nomenclature of countries laid down by Commission Regulation (EU) No 1106/2012 of 27 November 2012 implementing Regulation (EC) No 471/2009 of the European Parliament and of the Council on Community statistics relating to external trade with non-member countries, as regards the update of the nomenclature of countries and territories (OJ L 328, 28.11.2012, p. 7). Code 'ZZ' stands for 'of other origin'.

DECISIONS

COMMISSION IMPLEMENTING DECISION

of 30 October 2014

establishing the type, format and frequency of information to be made available by the Member States on integrated emission management techniques applied in mineral oil and gas refineries, pursuant to Directive 2010/75/EU of the European Parliament and of the Council

(notified under document C(2014) 7517)

(Text with EEA relevance)

(2014/768/EU)

THE EUROPEAN COMMISSION,

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

Having regard to Directive 2010/75/EU of the European Parliament and of the Council of 24 November 2010 on industrial emissions (integrated pollution prevention and control) ⁽¹⁾, and in particular Article 72(2) thereof,

Whereas:

- (1) Commission Implementing Decision 2014/738/EU ⁽²⁾ establishes conclusions on best available techniques ('BAT conclusions') for the refining of mineral oil and gas. BAT conclusions 57 and 58 established by that Decision enable Member States to make use of an integrated emission management technique for emissions of nitrogen oxides (NO_x) and sulphur dioxide (SO₂) from certain technical units.
- (2) Mineral oil and gas refineries are significant sources of emissions of air pollutants, in particular sulphur dioxide and nitrogen oxides. If refineries would use an integrated emission management technique, it would become the main determining factor for the environmental performance of those refineries.
- (3) It is necessary to establish specific reporting requirements to allow the Commission to assess the correct application of BAT 57 and BAT 58 and more in particular to verify that the integrated emission management technique is designed, implemented and operated in such a way as to comply with the principles of equivalent environmental outcome as set out in those BAT conclusions.
- (4) The type of information to be made available by the Member States in relation to the implementation of integrated emission management techniques described in BAT 57 and BAT 58 should be determined and this should include the description of the significant design features of the techniques implemented, the associated emission limit values established, as well as the associated monitoring system and its results.
- (5) Under Article 72(1) of Directive 2010/75/EU, Member States are to make the information on the application of best available techniques available in an electronic format. To ensure the consistency and coherence of the information made available by the Member States, they should use the electronic reporting format developed for that purpose by the Commission as assisted by the European Environment Agency.
- (6) The measures provided for in this Decision are in accordance with the opinion of the Committee established by Article 75(1) of Directive 2010/75/EU,

⁽¹⁾ OJ L 334, 17.12.2010, p. 17.

⁽²⁾ Commission Implementing Decision 2014/738/EU of 9 October 2014 establishing best available techniques (BAT) conclusions, under Directive 2010/75/EU of the European Parliament and of the Council on industrial emissions, for the refining of mineral oil and gas (OJ L 307, 28.10.2014, p. 38).

HAS ADOPTED THIS DECISION:

Article 1

Reporting by Member States

1. Member States shall make available to the Commission the information on the implementation of the integrated emission management techniques set out in BAT 57 and BAT 58 adopted by Implementing Decision 2014/738/EU.

The information referred to in the first subparagraph shall be made available in accordance with the Annex and shall cover the years 2017, 2018 and 2019. That information shall be made available for each of the mineral oil and gas refineries where an integrated emission management technique set out in BAT 57 or BAT 58 is implemented for emissions to air of nitrogen oxides (NO_x) or sulphur dioxide (SO₂).

2. The information referred to in paragraph 1 shall be made available to the Commission by 30 September 2020 at the latest using the electronic reporting format provided for that purpose.

Article 2

Addressees

This Decision is addressed to the Member States.

Done at Brussels, 30 October 2014.

For the Commission
Janez POTOČNIK
Member of the Commission

ANNEX

Type of information on integrated emission management techniques applied in mineral oil and gas refineries to be made available to the Commission**1. General information**

- 1.1. Reference number of the installation: unique installation identifier for the purposes of Directive 2010/75/EU.
- 1.2. Installation name.
- 1.3. Operator name.
- 1.4. Installation address: street, postal code, city and country.

2. Information on the scope of the integrated emission management techniques and the applicable emission limit values

- 2.1. List and description of combustion and process units covered by the integrated emission management techniques for NO_x and SO₂, in particular:
 - (a) type of unit (combustion unit, fluid catalytic cracking unit, waste gas sulphur recovery unit);
 - (b) rated thermal input (for combustion units);
 - (c) fuel type(s) fired (for combustion units);
 - (d) new or existing unit;
 - (e) substantial and structural changes, e.g. in operation or fuel use, during the reporting period, which affected the applicable BAT-associated emission levels (BAT-AELs).
- 2.2. Applicable emission limit values for NO_x and SO₂ under the integrated emission management techniques, detailing:
 - (a) values, units, averaging periods and reference conditions;
 - (b) how these limit values were determined in relation to BAT 57 and BAT 58 set out in the BAT conclusions under Implementing Decision 2014/738/EU;
 - (c) which emission concentrations were considered for each unit concerned in relation to BAT 57 and BAT 58 and in comparison with the individual BAT-AELs and the BAT-associated environmental performance levels (BAT-AEPL) for waste gas sulphur recovery units;
 - (d) which flue-gas flow rates (or other factors) were used as the weighing factor for each unit and how these were determined;
 - (e) which other elements or factors were used to establish the limit values.

3. Information on the monitoring system

- 3.1. Description of the monitoring system used for determining the emissions under the integrated emission management techniques.
- 3.2. Details on the parameters measured and calculated, the type (direct, indirect) and methods of measurements used, the calculation factors used (and their justification) and the frequency of monitoring.

4. Information on monitoring results

Overview of the results of monitoring in view of demonstrating that the applicable BAT-AELs set out in BAT 57 and BAT 58 have been complied with and that the resulting emissions are equal to or lower than emissions when applying the applicable BAT-AELs and BAT-AEPLs at a unit-by-unit level, including at least the following:

- (a) average emission concentration across all units concerned (mg/Nm³, all monthly averages during a year);
- (b) total monthly emission across all units concerned (tonnes/month);

- (c) average emission concentration for each unit concerned (mg/Nm^3 , all monthly averages during a year);
 - (d) flue gas flow rate for each unit concerned (Nm^3/hour , all monthly averages during a year).
-

COMMISSION IMPLEMENTING DECISION**of 30 October 2014****confirming or amending the average specific emissions of CO₂ and specific emissions targets for manufacturers of new light commercial vehicles for the calendar year 2013 pursuant to Regulation (EU) No 510/2011 of the European Parliament and of the Council***(notified under document C(2014) 7863)***(Only the Dutch, English, French, German, Italian, Polish, Portuguese, and Swedish texts are authentic)**

(2014/769/EU)

THE EUROPEAN COMMISSION,

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

Having regard to Regulation (EU) No 510/2011 of the European Parliament and of the Council of 11 May 2011 setting emission performance standards for new light commercial vehicles as part of the Union's integrated approach to reduce CO₂ emissions from light-duty vehicles ⁽¹⁾, and in particular Articles 8(6) and 10(1) thereof,

Whereas:

- (1) The Commission is required, pursuant to Article 8(6) of Regulation (EU) No 510/2011, to confirm or amend each year the average specific emissions of CO₂ and the specific emissions target for each manufacturer of light commercial vehicles in the Union. On that basis, the Commission is to determine whether manufacturers and pools of manufacturers formed in accordance with Article 7(1) of that Regulation have complied with their specific emissions targets in accordance with Article 4 of that Regulation.
- (2) For the calendar years 2012 and 2013, the specific emissions targets are not binding and the Commission should therefore calculate indicative targets. As those indicative targets will serve as indicators to manufacturers of the effort required to reach the mandatory target in 2014, it is appropriate to determine the average specific emissions of CO₂ of manufacturers for 2012 and 2013 in accordance with the requirements set out in the third paragraph of Article 4 of Regulation (EU) No 510/2011 and take into account 70 % of the manufacturer's new light commercial vehicles registered in that year.
- (3) The detailed data to be used for the calculation of the average specific emissions of CO₂ and the specific emissions targets are set out in point 1 of Part A of Annex II to Regulation (EU) No 510/2011 and are based on Member States' registrations of new light commercial vehicles.
- (4) Where light commercial vehicles are type-approved in a multi-stage process, point 7 of Part B of Annex II to Regulation (EU) No 510/2011 requires that the manufacturer of the base vehicle take responsibility for the CO₂ emissions of the completed vehicle. Pending the applicability from 1 January 2014 of the procedure for determining CO₂ emissions from this category of vehicles as provided for in Section 5 of Annex XII to Commission Regulation (EC) No 692/2008 ⁽²⁾, the Commission should calculate the specific emissions target for manufacturers of base vehicles using the mass in running order of the completed vehicle as defined in Article 3(1)(g) of Regulation (EU) No 510/2011 and should use the specific emissions of CO₂ of the base vehicle in accordance with the second paragraph of Article 4 of that Regulation.
- (5) The 2013 data from all Member States (except for Croatia) were submitted to the Commission by 28 February 2014 in accordance with Article 8(2) of Regulation (EU) No 510/2011. Where, as a result of the verification of the data by the Commission, it was evident that certain data were missing or manifestly incorrect, the Commission contacted the Member States concerned and, subject to the agreement of those Member States, adjusted or completed the data accordingly. Where no agreement could be reached with a Member State, the provisional data of that Member State were not adjusted.

⁽¹⁾ OJ L 145, 31.5.2011, p. 1.

⁽²⁾ Commission Regulation (EC) No 692/2008 of 18 July 2008 implementing and amending Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information (OJ L 199, 28.7.2008, p. 1).

- (6) It should be noted that several Member States have not been able to distinguish between complete and completed light commercial vehicles in their current monitoring systems. As a consequence, the 2013 data for light commercial vehicles should be considered incomplete with regard to the monitoring of vehicles type-approved in a multi-stage process. In order to address this issue the monitoring systems both at Union and Member State level are to be adjusted with effect from 1 January 2015.
- (7) On 21 May 2014, the Commission published the provisional data on light commercial vehicles and notified 58 manufacturers of the provisional calculations of their average specific emissions of CO₂ in 2013 and their specific emissions targets in accordance with Article 8(4) of Regulation (EU) No 510/2011. Manufacturers were asked to verify the data and to notify the Commission of any errors within three months of receipt of the notification in accordance with Article 8(5) of that Regulation. 25 manufacturers submitted notifications of errors.
- (8) For the 33 manufacturers that did not notify any errors in the datasets, the provisional data and provisional calculations of the average specific emissions of CO₂ and the specific emissions targets should be confirmed without adjustments.
- (9) The Commission has verified the corrections notified by the manufacturers and the respective justifications and the datasets have been adjusted as appropriate.
- (10) In the case of records with missing or incorrect identification parameters, such as type, variant, version code or type-approval number, the fact that manufacturers cannot verify or correct those records should be taken into account. As a consequence, it is appropriate to apply an error margin to the CO₂ emissions and mass values in those records.
- (11) The error margin should be calculated as the difference between the distances to the specific emissions target expressed as the specific emissions targets subtracted from the average emissions calculated including and excluding those registrations that cannot be verified by the manufacturers. Regardless of whether that difference is positive or negative, the error margin should always improve the manufacturer's position with regard to its specific emission target.
- (12) The average specific emissions of CO₂ from new light commercial vehicles registered in 2013, the specific emissions targets and the difference between those two values should be confirmed or amended accordingly,

HAS ADOPTED THIS DECISION:

Article 1

The values relating to the performance of manufacturers, as confirmed or amended for each manufacturer of light commercial vehicles and for each pool of manufacturers of light commercial vehicles in respect of the 2013 calendar year in accordance with Article 8(6) of Regulation (EU) No 510/2011, are specified in the Annex to this Decision.

The values referred to in points (a) to (e) of Article 10(1) of Regulation (EU) No 510/2011 for each manufacturer of light commercial vehicles and for each pool of manufacturers of light commercial vehicles in respect of the 2013 calendar year are also specified in the Annex to this Decision, with the exception provided for in Article 2(4) of that Regulation for the manufacturers concerned.

Article 2

This Decision is addressed to the following individual manufacturers and pools formed in accordance with Article 7 of Regulation (EU) No 510/2011:

- | | |
|--|--|
| (1) Alke S.r.l.
via Vigonovese 123
35127 Padova
Italy | (2) Audi AG
Berliner Ring 2
38436 Wolfsburg
Germany |
|--|--|

- (3) Automobiles Citroen
Route de Gizy
78943 Vélizy-Villacoublay
Cedex France
- (4) Automobiles Peugeot
Route de Gizy
78943 Vélizy-Villacoublay
Cedex France
- (5) AVTOVAZ JSC
Represented in the Union by:
LADA France S.A.S.
13, Route Nationale 10
78310 Coignieres
France
- (6) Bayerische Motoren Werke AG
Petuelring 130
80788 München
Germany
- (7) BMW M GmbH
Petuelring 130
80788 München
Germany
- (8) Chrysler Group LLC
Represented in the Union by:
Chrysler Management Austria GmbH
Bundesstraße 83
8071 Dörfla bei Graz
Austria
- (9) Automobile Dacia S.A.
Guyancourt
1 avenue du Golf
78288 Guyancourt Cedex
France
- (10) Daimler AG
Mercedesstr. 137/1 Zimmer 229
HPC F403
70327 Stuttgart
Germany
- (11) Dongfeng Motor Corporation
Represented in the Union by:
Giotti Victoria Srl
Via Pisana 11/a
50021 Barberino Val D'Elsa (Firenze)
Italy
- (12) DR Motor Company S.p.A.
S S 85, Venafrana km 37.500
86070 Macchia d'Isernia
Italy
- (13) Fiat Group Automobiles S.p.A.
c.so Settembrini 40 Gate 8
Building 5 Room A8N
10135 Torino
Italy
- (14) Ford Motor Company of Australia Ltd
Represented in the Union by:
Ford-Werke GmbH
Niehl Plant, building Imbert 479
Henry-Ford-Straße 1
50735 Köln
Germany
- (15) Ford Motor Company
Niehl Plant, building Imbert 479
Henry-Ford-Straße 1
50735 Köln
Germany
- (16) Ford-Werke GmbH
Niehl Plant, building Imbert 479
Henry-Ford-Straße 1
50735 Köln
Germany
- (17) Fuji Heavy Industries Ltd
Represented in the Union by:
Subaru Europe NV/SA
Leuvensesteenweg 555 B/8
1930 Zaventem
Belgium
- (18) Mitsubishi Fuso Truck & Bus Corporation
Represented in the Union by:
Daimler AG,
Mercedesstr. 137/1 Zimmer 229
HPC F403
70327 Stuttgart
Germany
- (19) GM Korea Company
Adam Opel AG
Bahnhofplatz 1 IPC 39-12
65423 Rüsselsheim am Main
Germany

- (20) GAC Gonow Auto Co., Ltd
Represented in the Union by:
Gonow Europe S.r.l.
Direzione Generale Via Aurelia 1250
00166 Roma
Italy
- (21) Great Wall Motor Company Ltd
Represented in the Union by:
International Motors Limited
I.M. House South Drive
Coleshill B46 1DF
United Kingdom
- (22) Hebei Zhongxing Automobile Co., Ltd
Represented in the Union by:
URSUS SA Lublin,
ul. Frezerów 7,
20-952 Lublin
Poland
- (23) Honda of the UK Manufacturing Ltd
470 London Road
Slough Berkshire
SL3 8QY
United Kingdom
- (24) Hyundai Motor Company
Represented in the Union by:
Hyundai Motor Europe GmbH
Kaiserleipromenade 5
63067 Offenbach
Germany
- (25) Hyundai Assan Otomotiv Sanayi Ve Ticaret A.S.
Represented in the Union by:
Hyundai Motor Europe GmbH
Kaiserleipromenade 5
63067 Offenbach
Germany
- (26) Hyundai Motor Manufacturing Czech S.r.o.
Kaiserleipromenade 5
63067 Offenbach
Germany
- (27) Hyundai Motor India Ltd
Represented in the Union by:
Hyundai Motor Europe GmbH
Kaiserleipromenade 5
63067 Offenbach
Germany
- (28) Isuzu Motors Limited
Represented in the Union by:
Isuzu Motors Europe NV
Bist 12
2630 Aartselaar
Belgium
- (29) IVECO S.p.A.
Via Puglia 35
10156 Torino
Italy
- (30) Jaguar Land Rover Limited
W 10/5 Abbey Road
Whitley Coventry CV3 4LF
United Kingdom
- (31) KIA Motors Corporation
Represented in the Union by:
Kia Motors Europe GmbH
Theodor-Heuss-Allee 11
60486 Frankfurt am Main
Germany
- (32) KIA Motors Slovakia S.r.o.
Theodor-Heuss-Allee 11
60486 Frankfurt am Main
Germany
- (33) LADA Automobile GmbH
Erlengrund 7-11
21614 Buxtehude
Germany
- (34) LADA France S.A.S.
13 Route Nationale 10
78310 Coignieres
France
- (35) Magyar Suzuki Corporation Ltd
Suzuki International Europe GmbH
Legal Department Suzuki-Allee 7
64625 Bensheim
Germany
- (36) Mahindra & Mahindra Ltd
Represented in the Union by:
Mahindra Europe S.r.l.
Via Cancelliera 35
00040 Ariccia (Roma)
Italy

- (37) Maruti Suzuki India Ltd
Represented in the Union by:
Suzuki International Europe GmbH
Legal Department Suzuki-Allee 7
64625 Bensheim
Germany
- (38) Mazda Motor Corporation
Represented in the Union by:
Mazda Motor Europe GmbH
European R & D Centre
Hiroshimastr. 1
D-61440 Oberursel/Ts
Germany
- (39) Mia Electric S.A.S.
45, rue des Pierrières BP 60324
79143 Ceriazay Cedex
France
- (40) Mitsubishi Motors Corporation MMC
Represented in the Union by:
Mitsubishi Motors Europe B.V. MME
Mitsubishi Avenue 21
6121 SG Born
The Netherlands
- (41) Mitsubishi Motors Europe B.V. MME
Mitsubishi Avenue 21
6121 SG Born
The Netherlands
- (42) Mitsubishi Motors Thailand Co., Ltd MMTh
Represented in the Union by:
Mitsubishi Motors Europe BV MME
Mitsubishi Avenue 21
6121 SG Born
The Netherlands
- (43) Nissan International SA
Represented in the Union by:
Renault Nissan Representation Office
Av des Arts 40
1040 Brussels
Belgium
- (44) Adam Opel AG
Bahnhofspatz 1 IPC 39-12
65423 Rüsselsheim am Main
Germany
- (45) Piaggio & C S.p.A.
Viale Rinaldo Piaggio 25
56025 Pontedera (PI)
Italy
- (46) Dr. Ing.h.c. F. Porsche AG
Porscheplatz 1
70435 Stuttgart
Germany
- (47) Quattro GmbH
Berliner Ring 2
38436 Wolfsburg
Germany
- (48) Renault S.A.S.
Guyancourt 1 avenue du Golf
78288 Guyancourt Cedex
France
- (49) Renault Trucks
99 Route de Lyon TER L10 0 01
69802 Saint Priest Cedex
France
- (50) Seat SA
Berliner Ring 2
38436 Wolfsburg
Germany
- (51) Skoda Auto AS
Berliner Ring 2
38436 Wolfsburg
Germany
- (52) Ssangyong Motor Company
Represented in the Union by:
Ssangyong European Parts Center B.V.
IABC 5253/5254
4B14RD Breda
The Netherlands
- (53) Suzuki Motor Corporation
Represented in the Union by:
Suzuki International Europe GmbH
Legal Department Suzuki-Allee 7
64625 Bensheim
Germany
- (54) Tata Motors Limited
Represented in the Union by:
Tata Motors European Technical Centre Plc.
Internal Automotive Research Centre
University of Warwick
Coventry CV4 7AL
United Kingdom

(55) Toyota Motor Europe NV/SA
Avenue du Bourget 60
1140 Brussels
Belgium

(56) Toyota Caetano Portugal S.A.
Avenida Vasco de Gama 1410
4431-956 Vila Nova de Gaia
Portugal

(57) Volkswagen AG
Berliner Ring 2
38436 Wolfsburg
Germany

(58) Volvo Car Corporation
VAK building, Assar Gabrielssons väg
SE-405 31 Göteborg
Sweden

(59) Pool for: Ford-Werke GmbH
Niehl Plant, building Imbert 479
Henry-Ford-Straße 1
50735 Köln
Germany

(60) Pool for: Mitsubishi Motors
Mitsubishi Avenue 21
6121 SG Born
The Netherlands

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

Done at Brussels, 30 October 2014.

For the Commission
Connie HEDEGAARD
Member of the Commission

ANNEX

Table 1

Values relating to the performance of manufacturers referred to in Article 1

A	B	C	D	E	F	G	H	I
Manufacturer name	Pools and derogations	Number of registrations	Average CO ₂ (70%) corrected	Specific emissions target	Distance to target	Distance to target adjusted	Average mass	Average CO ₂ (100%)
ALKE SRL		3	0,000	176,767	- 176,767	- 176,767	1 725,00	0,000
AUDI AG		956	126,447	167,776	- 41,329	- 41,329	1 628,32	139,872
AUTOMOBILES CITROEN		130 216	132,088	165,747	- 33,659	- 33,659	1 606,51	153,024
AUTOMOBILES PEUGEOT		129 301	131,800	166,577	- 34,777	- 34,777	1 615,43	153,742
AVTOVAZ JSC		188	213,061	137,118	75,943	75,943	1 298,67	216,681
BAYERISCHE MOTOREN WERKE AG		1 400	107,298	142,422	- 35,124	- 35,124	1 355,70	118,907
BMW M GMBH		250	133,771	179,006	- 45,235	- 45,235	1 749,08	147,264
CHRYSLER GROUP LLC		975	203,633	210,290	- 6,657	- 6,657	2 085,46	214,657
AUTOMOBILE DACIA SA		17 056	118,698	134,724	- 16,026	- 16,026	1 272,93	132,385
DAIMLER AG		113 930	190,454	209,487	- 19,033	- 19,819	2 076,83	204,616
DONGFENG MOTOR CORPORATION		660	157,693	123,311	34,382	34,382	1 150,20	165,639
DR MOTOR COMPANY SRL	DMD	2	163,000				1 395,00	169,000
FIAT GROUP AUTOMOBILES SPA		113 326	141,438	170,671	- 29,233	- 29,233	1 659,45	157,488
FORD MOTOR COMPANY OF AUSTRALIA LIMITED	P1	8 306	213,047	218,129	- 5,082	- 5,788	2 169,75	227,220
FORD MOTOR COMPANY	P1	231	209,820	216,776	- 6,956	- 6,956	2 155,20	223,377
FORD-WERKE GMBH	P1	139 486	174,866	189,160	- 14,294	- 14,718	1 858,26	188,594
FUJI HEAVY INDUSTRIES LTD	DMD	12	151,250				1 617,50	158,083

A	B	C	D	E	F	G	H	I
Manufacturer name	Pools and derogations	Number of registrations	Average CO ₂ (70 %) corrected	Specific emissions target	Distance to target	Distance to target adjusted	Average mass	Average CO ₂ (100 %)
MITSUBISHI FUSO TRUCK & BUS CORPORATION		509	243,728	218,545	25,183	25,183	2 174,23	252,462
GM KOREA COMPANY		190	132,797	167,210	- 34,413	- 34,413	1 622,24	146,321
GONOW AUTO CO LTD	D	81	201,536	156,933	44,603	44,603	1 511,73	217,111
GREAT WALL MOTOR COMPANY LIMITED	D	377	253,163	190,421	62,742	62,742	1 871,82	261,883
HEBEI ZHONGXING AUTOMOBILE CO LTD	DMD	37	228,880				1 927,24	230,541
HONDA OF THE UK MANUFACTURING LTD		148	150,981	173,488	- 22,507	- 22,507	1 689,74	159,568
HYUNDAI MOTOR COMPANY		1 116	194,493	209,191	- 14,698	- 14,721	2 073,65	199,435
HYUNDAI ASSAN OTOMOTIV SANAYI VE		56	99,000	126,944	- 27,944	- 27,944	1 189,27	101,696
HYUNDAI MOTOR MANUFACTURING CZECH SRO		438	119,085	144,904	- 25,819	- 25,819	1 382,39	128,993
HYUNDAI MOTOR INDIA LTD		13	106,222	120,695	- 14,473	- 14,473	1 122,08	108,538
ISUZU MOTORS LIMITED		9 591	194,209	208,343	- 14,134	- 14,211	2 064,53	203,406
IVECO SPA		22 853	215,230	235,846	- 20,616	- 20,616	2 360,26	223,520
JAGUAR LAND ROVER LIMITED	D	11 351	268,105	204,771	63,334	63,304	2 026,12	276,175
KIA MOTORS CORPORATION		618	105,928	133,172	- 27,244	- 27,244	1 256,24	117,519
KIA MOTORS SLOVAKIA SRO		195	120,110	149,191	- 29,081	- 29,081	1 428,48	131,487
LADA AUTOMOBILE GMBH		24	225,000	134,817	90,183	90,183	1 273,92	225,000
LADA FRANCE SAS		17	179,000	140,634	38,366	38,366	1 336,47	181,706

A	B	C	D	E	F	G	H	I
Manufacturer name	Pools and derogations	Number of registrations	Average CO ₂ (70 %) corrected	Specific emissions target	Distance to target	Distance to target adjusted	Average mass	Average CO ₂ (100 %)
MAGYAR SUZUKI CORPORATION LTD	DMD	48	117,485				1 293,85	124,208
MAHINDRA & MAHINDRA LTD	DMD	137	214,484				2 110,26	222,307
MARUTI SUZUKI INDIA LTD	DMD	4	99,000				930,00	99,000
MAZDA MOTOR CORPORATION	DMD	393	156,295				1 857,95	179,527
MIA ELECTRIC SAS		67	0,000	99,972	- 99,972	- 99,972	899,25	0,000
MITSUBISHI MOTORS CORPORATION MMC	P2/D	7 682	201,514	192,934	8,580	8,580	1 898,84	207,294
MITSUBISHI MOTORS EUROPE BV MME	P2/D	329	228,039	208,761	19,278	19,278	2 069,02	229,532
MITSUBISHI MOTORS THAILAND CO LTD MMTH	P2/D	3 332	202,931	201,498	1,433	1,433	1 990,92	206,960
NISSAN INTERNATIONAL SA		37 487	170,623	190,191	- 19,568	- 19,568	1 869,34	191,780
ADAM OPEL AG		67 369	164,033	176,676	- 12,643	- 12,655	1 724,02	177,764
PIAGGIO & C SPA	D	2 304	110,431	116,932	- 6,501	- 6,501	1 081,61	142,355
DR ING HCF PORSCHE AG		69	202,625	220,133	- 17,508	- 17,508	2 191,30	219,551
QUATTRO GMBH		5	236,667	186,160	50,507	50,507	1 826,00	241,600
RENAULT SAS		184 708	114,165	165,846	- 51,681	- 51,705	1 607,57	151,657
RENAULT TRUCKS		3 845	211,847	220,438	- 8,591	- 8,591	2 194,58	221,365
SEAT SA		1 132	99,999	128,148	- 28,149	- 28,201	1 202,21	105,428
SKODA AUTO AS		4 591	122,491	133,043	- 10,552	- 18,894	1 254,85	130,964
SSANGYONG MOTOR COMPANY	D	753	199,178	209,424	- 10,246	- 10,246	2 076,15	205,681
SUZUKI MOTOR CORPORATION	DMD	250	161,137				1 253,50	164,052
TATA MOTORS LIMITED		260	192,176	202,295	- 10,119	- 10,119	1 999,49	193,438

A	B	C	D	E	F	G	H	I
Manufacturer name	Pools and derogations	Number of registrations	Average CO ₂ (70 %) corrected	Specific emissions target	Distance to target	Distance to target adjusted	Average mass	Average CO ₂ (100 %)
TOYOTA MOTOR EUROPE NV SA		24 281	179,208	194,259	- 15,051	- 17,217	1 913,09	191,346
TOYOTA CAETANO PORTUGAL SA	DMD	455	256,849				1 902,27	258,701
VOLKSWAGEN AG		163 306	164,829	186,358	- 21,529	- 21,810	1 828,13	180,171
VOLVO CAR CORPORATION		848	161,089	204,010	- 42,921	- 42,921	2 017,94	177,013

Table 2

Values relating to the performance of pools referred to in Article 1

A	B	C	D	E	F	G	H	I
Pool name	Pool	Number of registrations	Average CO ₂ (70 %) corrected	Specific emissions target	Distance to target	Distance to target adjusted	Average mass	Average CO ₂ (100 %)
FORD-WERKE GMBH	P1	148 023	176,693	190,829	- 14,136	- 14,900	1 876,2	190,816
MITSUBISHI MOTORS	P2	11 343	201,872	195,908	5,964	5,964	1 930,82	207,841

Explanatory notes to Tables 1 and 2

Column A:

Table 1: 'Manufacturer name' means the name of the manufacturer as notified to the Commission by the manufacturer concerned or, where no such notification has taken place, the name registered by the registration authority of the Member State.

Table 2: 'Pool name' means the name of the pool declared by the pool manager.

Column B:

'D' means that a derogation relating to a small volume manufacturer has been granted in accordance with Article 11(3) of Regulation (EU) No 510/2011 with effect from the monitoring year 2014, i.e. it is not used for the calculation of the performance in 2013.

'DMD' means that a *de minimis* derogation applies, i.e. a manufacturer which together with all its connected undertakings was responsible for fewer than 1 000 new registered vehicles in 2013 does not have to meet a specific emissions target.

'P' means that the manufacturer is a member of a pool (listed in table 2) formed in accordance with Article 7 of Regulation (EU) No 510/2011 and the pooling agreement is valid for the calendar year 2013.

Column C:

'Number of registrations' means the total number of new cars registered by Member States in a calendar year, not counting those registrations that relate to records where the values for mass or CO₂ are missing and those records which the manufacturer does not recognise. The number of registrations reported by Member States may otherwise not be changed.

Column D:

'Average CO₂ (70 %) corrected' means the average specific emissions of CO₂ that have been calculated on the basis of the 70 % lowest emitting vehicles in the manufacturer's fleet in accordance with the third paragraph of Article 4 of Regulation (EU) No 510/2011. Where appropriate, the average specific emissions of CO₂ have been adjusted to take into account the corrections notified to the Commission by the manufacturer concerned. The records used for the calculation include those that contain a valid value for mass and CO₂ emissions.

Column E:

'Specific emissions target' means the emissions target calculated on the basis of the average mass of all vehicles attributed to a manufacturer applying the formula set out in Annex I to Regulation (EU) No 510/2011.

Column F:

'Distance to target' means the difference between the average specific emissions of CO₂ specified in column D and the specific emissions target in column E. Where the value in column F is positive, the average specific emissions of CO₂ exceed the specific emissions target.

Column G:

'Distance to target adjusted' means that where the values in this column are different from those in column F, the values in that column have been adjusted to take into account an error margin. The error margin is calculated in accordance with the following formula:

$$\text{Error} = \text{absolute value of } [(AC1 - TG1) - (AC2 - TG2)]$$

AC1 = the average specific emissions of CO₂ including the unidentifiable vehicles (as set out in column D);

TG1 = the specific emissions target including the unidentifiable vehicles (as set out in column E);

AC2 = the average specific emissions of CO₂ excluding the unidentifiable vehicles;

TG2 = the specific emissions target excluding the unidentifiable vehicles.

Column I:

'Average CO₂ (100 %)' means the average specific emissions of CO₂ that have been calculated on the basis of 100 % of the vehicles attributed to the manufacturer. Where appropriate, the average specific emissions of CO₂ have been adjusted to take into account the corrections notified to the Commission by the manufacturer concerned. The records used for the calculation include those that contain a valid value for mass and CO₂ emissions but do not take into account the super-credits referred to in Article 5 of Regulation (EU) No 510/2011.

COMMISSION IMPLEMENTING DECISION**of 30 October 2014****confirming or amending the average specific emission of CO₂ and specific emissions targets for manufacturers of passenger cars for the calendar year 2013 pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council***(notified under document C(2014) 7877)***(Only the Dutch, English, French, German, Italian, and Swedish texts are authentic)**

(2014/770/EU)

THE EUROPEAN COMMISSION,

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

Having regard to Regulation (EC) No 443/2009 of the European Parliament and of the Council of 23 April 2009 setting emission performance standards for new passenger cars as part of the Community's integrated approach to reduce CO₂ emissions from light-duty vehicles ⁽¹⁾, and in particular the second subparagraph of Article 8(5) and Article 10(1) thereof,

Whereas:

- (1) The Commission is required, pursuant to Article 8(5) of Regulation (EC) No 443/2009, to confirm each year the average specific emissions of CO₂ and the specific emissions target for each manufacturer of passenger cars in the Union as well as for each pool of manufacturers formed in accordance with Article 7(1) of that Regulation. On the basis of that confirmation, the Commission is to determine whether manufacturers and pools have complied with the requirements of Article 4 of that Regulation.
- (2) Pursuant to Article 4 of Regulation (EC) No 443/2009 the average specific emissions of manufacturers for 2013 are calculated in accordance with the second paragraph of that Article and take into account 75 % of the manufacturer's new cars registered in that year.
- (3) The detailed data to be used for the calculation of the average specific emissions and the specific emissions targets is set out in point 1 of Part A and in Part C of Annex II to Regulation (EC) No 443/2009 and is based on Member States' registrations of new passenger cars during the preceding calendar year.
- (4) The 2013 data from all Member States (except for Croatia) were submitted to the Commission by 28 February 2014 in accordance with Article 8(2) of Regulation (EC) No 443/2009. Where, as a result of the verification of the data by the Commission, it was evident that certain data were missing or manifestly incorrect, the Commission contacted the Member States concerned and, subject to the agreement of those Member States, adjusted or completed the data accordingly. Where no agreement could be reached with a Member State, the provisional data of that Member State was not adjusted.
- (5) On 30 April 2014, the Commission published the provisional data and notified 84 manufacturers of the provisional calculations of their average specific emissions of CO₂ in 2013 and their specific emissions targets in accordance with Article 8(4) of Regulation (EC) No 443/2009. Manufacturers were asked to verify the data and to notify the Commission of any errors within three months of receipt of the notification in accordance with the first subparagraph of Article 8(5) of that Regulation and Article 9(3) of Commission Regulation (EU) No 1014/2010 ⁽²⁾. Five manufacturers accepted the preliminary data without corrections whilst 42 manufacturers submitted notifications of errors within the given deadline.
- (6) For the remaining 37 manufacturers that did not notify any errors in the datasets or respond otherwise, the provisional data and provisional calculations of the average specific emissions and the specific emissions targets should be confirmed without adjustments.

⁽¹⁾ OJ L 140, 5.6.2009, p. 1.

⁽²⁾ Commission Regulation (EU) No 1014/2010 of 10 November 2010 on monitoring and reporting of data on the registration of new passenger cars pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council (OJ L 293, 11.11.2010, p. 15).

- (7) The Commission has verified the corrections notified by the manufacturers and the respective justifications, and the dataset has been adjusted as appropriate.
- (8) In the case of records with missing or incorrect identification parameters, such as the type, variant, version code or the type approval number, the fact that manufacturers cannot verify or correct those records should be taken into account. As a consequence, it is appropriate to apply an error margin to the CO₂ emissions and mass values of those records.
- (9) The error margin should be calculated as the difference between the distances to the specific emissions target expressed as the average emission target subtracted from the specific average emissions calculated including and excluding those registrations that cannot be verified by the manufacturers. Regardless of whether that difference is positive or negative, the error margin should always improve the manufacturer's position with regard to its specific emission target.
- (10) In accordance with Article 10(2) of Regulation (EC) No 443/2009, a manufacturer should be considered as compliant with its specific emission target referred to in Article 4 of that Regulation where the average emissions indicated in this Decision are lower than the specific emissions target, expressed as a negative distance to target. Where the average emissions exceed the specific emissions target, an excess emission premium will be imposed in accordance with Article 9 of Regulation (EC) No 443/2009, unless the manufacturer concerned benefits from an exemption from that target in accordance with Article 2(4) or Article 11 of that Regulation or is a member of a pool in accordance with Article 7 of Regulation (EC) No 443/2009 and the pool complies with its specific emissions target. On that basis, two manufacturers should be considered exceeding their specific emission targets for 2013.
- (11) The average specific emissions of CO₂ from new passenger cars registered in 2013, the specific emissions targets and the difference between those two values should be confirmed accordingly,

HAS ADOPTED THIS DECISION:

Article 1

The values relating to the performance of manufacturers, as confirmed or amended for each manufacturer of passenger cars and for each pool of such manufacturers in respect of the 2013 calendar year in accordance with Article 8(5) of Regulation (EC) No 443/2009, are specified in the Annex to this Decision.

The values referred to in points (a) to (e) of Article 10(1) of Regulation (EC) No 443/2009 for each manufacturer of passenger cars and for each pool of such manufacturers in respect of the 2013 calendar year are also specified in the Annex to this Decision, with the exception provided for in Article 2(4) of that Regulation for the manufacturers concerned.

Article 2

This Decision is addressed to the following individual manufacturers and pools formed in accordance with Article 7 of Regulation (EC) No 443/2009:

- | | |
|---|--|
| (1) Alpina Burkard Bovensiepen GmbH & Co.,KG
Alpenstraße 35-37
86807 Buchloe
Germany | (4) Audi Hungaria Motor Kft.
Berliner Ring 2
38436 Wolfsburg
Germany |
| (2) Aston Martin Lagonda Ltd
Gaydon Engineering Centre
Banbury Road
Gaydon Warwickshire CV35 0DB
United Kingdom | (5) Automobiles Citroën
Route de Gizy
78943 Vélizy-Villacoublay
Cedex
France |
| (3) Audi AG
Berliner Ring 2
38436 Wolfsburg
Germany | (6) Automobiles Peugeot
Route de Gizy
78943 Vélizy-Villacoublay
Cedex
France |

- (7) AVTOVAZ JSC
Represented in the EU by:
LADA France S.A.S.
13, Route Nationale 10
78310 Coignieres
France
- (8) Bentley Motors Ltd
Berliner Ring 2
38436 Wolfsburg
Germany
- (9) Bayerische Motoren Werke AG
Petuelring 130
80788 München
Germany
- (10) BMW M GmbH
Petuelring 130
80788 München
Germany
- (11) Bugatti Automobiles S.A.S.
Berliner Ring 2
38436 Wolfsburg
Germany
- (12) Caterham Cars Ltd
2 Kennet Road Dartford
Kent DA1 4QN
United Kingdom
- (13) CECOMP S.p.A.
Via Ronchi 10
10040 La Loggia
Turin
Italy
- (14) Chevrolet Italia S.p.A.
Bahnhofsplatz 1 IPC 39-12
65423 Rüsselsheim
Germany
- (15) Chrysler Group LLC
Represented in the EU by:
Chrysler Management Austria GmbH
Bundesstraße 83
8071 Dörfla bei Graz
Austria
- (16) CNG-Technic GmbH
Niehl Plant, building Imbert 479
Henry-Ford-Straße 1
50735 Köln
Germany
- (17) Automobile Dacia SA
Technocentre
1 avenue du Golf
78288 Guyancourt Cedex
France
- (18) Daihatsu Motor Co Ltd
Avenue du Bourget 60
Bourgetlaan 60
1140 Brussels
Belgium
- (19) Daimler AG
Mercedesstr 137/1
Zimmer 229
70546 Stuttgart
Germany
- (20) Donkervoort Automobielen BV
Pascallaan 96
8218 NJ
Lelystad
The Netherlands
- (21) DR Motor Company S.p.A.
S.S. 85, Venafrana km 37.500
86070 Macchia d'Isernia
Italy
- (22) Ferrari S.p.A.
Via Emilia Est 1163
41122 Modena
Italy
- (23) Fiat Group Automobiles S.p.A.
corso Settembrini 40 Gate 8
Building 5 Room A8N
10135 Torino
Italy
- (24) Fisker Automotive and Technology Group LLC
Fisker Automotive GmbH
Daimlerstrasse 11a
85748 Garching
Germany
- (25) Ford Motor Company
Niehl Plant, building Imbert 479
Henry-Ford-Straße 1
50735 Köln
Germany
- (26) Ford Werke GmbH
Niehl Plant, building Imbert 479
Henry-Ford-Straße 1
50735 Köln
Germany

- (27) Fuji Heavy Industries Ltd
Represented in the EU by:
Subaru Europe NV/SA
Leuvensesteenweg 555 B/8
1930 Zaventem
Belgium
- (28) General Motors Company
Adam Opel AG
Bahnhofsplatz 1 IPC 39-12
65423 Rüsselsheim
Germany
- (29) GM Korea Company
Adam Opel AG
Bahnhofsplatz 1 IPC 39-12
65423 Rüsselsheim
Germany
- (30) Great Wall Motor Company Ltd
Represented in the EU by:
International Motors Ltd
I.M. House South Drive
Coleshill B46 1DF
United Kingdom
- (31) Honda Automobile (China) Co., Ltd
Represented in the EU by:
Honda Motor Europe Ltd
470 London Road
Slough Berkshire
SL3 8QY
United Kingdom
- (32) Honda Motor Co., Ltd
470 London Road
Slough Berkshire
SL3 8QY
United Kingdom
- (33) Honda Turkiye A.S.
Represented in the EU by:
Honda Motor Europe Ltd
470 London Road
Slough Berkshire
SL3 8QY
United Kingdom
- (34) Honda of the UK Manufacturing Ltd
470 London Road
Slough Berkshire
SL3 8QY
United Kingdom
- (35) Hyundai Motor Company
Represented in the EU by:
Hyundai Motor Europe GmbH
Kaiserleipromenade 5
63067 Offenbach
Germany
- (36) Hyundai Motor Manufacturing Czech S.r.o.
Kaiserleipromenade 5
63067 Offenbach
Germany
- (37) Hyundai Motor India Ltd
Represented in the EU by:
Hyundai Motor Europe GmbH
Kaiserleipromenade 5
63067 Offenbach
Germany
- (38) Hyundai Assan Otomotiv Sanayi Ve Ticaret A.S.
Represented in the EU by:
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- (39) Jaguar Land Rover Ltd
Abbey Road
Whitley
Coventry CV3 4LF
United Kingdom
- (40) Jiangling Motor Holding Co Ltd
Represented in the EU by:
LWMC Europe BV
Berenbroek 3
5707 DB Helmond
The Netherlands
- (41) KIA Motors Corporation
Kia Motors Europe GmbH
Theodor-Heuss-Allee 11
60486 Frankfurt am Main
Germany
- (42) KIA Motors Slovakia S.r.o.
Kia Motors Europe GmbH
Theodor-Heuss-Allee 11
60486 Frankfurt am Main
Germany
- (43) KTM-Sportmotorcycle AG
Stallhofnerstrasse 3
5230 Mattighofen
Austria

- (44) LADA Automobile GmbH
Erlengrund 7-11
21614 Buxtehude
Germany
- (45) LADA France S.A.S.
13, Route Nationale 10
78310 Coignieres
France
- (46) Automobili Lamborghini S.p.A.
Berliner Ring 2
38436 Wolfsburg
Germany
- (47) Lotus Cars Ltd
Hethel Norwich
Norfolk NR14 8EZ
United Kingdom
- (48) Magyar Suzuki Corporation Ltd
Legal Department
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- (49) Mahindra & Mahindra Ltd
Represented in the EU by:
Mahindra Europe S.r.l.
Via Cancelliera 35
00040 Ariccia (Roma)
Italy
- (50) Maruti Suzuki India Ltd
Represented in the EU by:
Suzuki International Europe GmbH
Legal Department Suzuki Allee 7
64625 Bensheim
Germany
- (51) Maserati S.p.A.
Viale Ciro Menotti 322
41122 Modena
Italy
- (52) Mazda Motor Corporation
Mazda Motor Europe GmbH
European R&D Centre
Hiroshimastr 1
61440 Oberursel/Ts
Germany
- (53) McLaren Automotive Ltd
Chertsey Road
Woking
Surrey GU21 4YH
United Kingdom
- (54) Mercedes-AMG GmbH
Mercedesstr 137/1
Zimmer 229 HPC F 403
70327 Stuttgart,
Germany
- (55) MG Motor UK Ltd
International HQ
Q Gate
Low Hill Lane
Birmingham B31 2BQ
United Kingdom
- (56) Mia Electric S.A.S.
45, rue des Pierrières
BP 60324
79143 Cerizay Cedex
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- (57) Mitsubishi Motors Corporation MMC
Mitsubishi Motors Europe B.V. MME
Mitsubishi Avenue 21
6121 SH Born
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- (58) Mitsubishi Motors Europe B.V. MME
Mitsubishi Avenue 21
6121 SH Born
The Netherlands
- (59) Mitsubishi Motors Thailand Co., Ltd MMTh
Represented in the EU by:
Mitsubishi Motors Europe B.V. MME
Mitsubishi Avenue 21
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The Netherlands
- (60) Morgan Motor Co., Ltd
Pickersleigh Road Malvern Link
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WR14 2LL
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- (61) Nissan International SA
Renault Nissan Representation Office
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1040 Bruxelles
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- (62) Adam Opel AG
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65423 Rüsselsheim
Germany

- (63) PERODUA Manufacturing
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- (64) Dr. Ing. h.c.F. Porsche AG
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- (65) Perusahaan Otomobil Nasional Sdn Bhd.
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- (66) Qoros Automotive Co., Ltd
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Germany
- (67) Quattro GmbH
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- (68) Radical Motorsport Ltd
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- (69) Renault S.A.S.
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78288 Guyancourt Cedex
France
- (70) Renault Trucks
99 Route de Lyon TER L10 0 01
69802 Saint Priest Cedex
France
- (71) Rolls-Royce Motor Cars Ltd
Petuelring 130
80788 München
Germany
- (72) Seat S.A.
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Germany
- (73) Secma S.A.S.
Rue Denfert Rochereau
59580 Aniche
France
- (74) Skoda Auto A.S.
Berliner Ring 2
38436 Wolfsburg
Germany
- (75) Ssangyong Motor Company
Represented in the EU by:
SsangYong European Parts Center B.V.
IABC 5253/5254
4B14RD Breda
The Netherlands
- (76) Suzuki Motor Corporation
Represented in the EU by:
Suzuki International Europe GmbH
Legal Department
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- (77) Tata Motors Ltd
Represented in the EU by:
Tata Motors European Technical Centre Plc.
2nd Floor International Automotive Research
Centre
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- (78) Tazzari GL S.p.A.
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Italy
- (79) Tesla Motors Ltd
Represented in the EU by:
Tesla Motors NL
7-9 Atlasstraat
5047 RG Tilburg
The Netherlands
- (80) Toyota Motor Europe NV/SA
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Belgium
- (81) Vehicules Electriques Pininfarina Bollere S.A.S.
31-32, Quai De Dion Bouton
92800 Puteaux
France

- (82) Volkswagen AG
Berliner Ring 2
38436 Wolfsburg
Germany
- (83) Volvo Car Corporation
VAK building
Assar Gabrielssons väg
405 31 Göteborg
Sweden
- (84) Wiesmann GmbH
An der Lehmkuhle 87
48249 Dülmen
Germany
- (85) Pool for: BMW Group BMW
Petuelring 130
80788 Munich
Germany
- (86) Pool for: Daimler AG
Mercedesstr 137/1
Zimmer 229
70546 Stuttgart
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- (87) Pool for: Fiat Group Automobiles S.p.A.
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- (88) Pool for: Ford -Werke GmbH
Niehl Plant, building Imbert 479
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- (89) Pool for: General Motors
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- (91) Pool for: Mitsubishi Motors
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The Netherlands
- (92) Pool Renault
Technocentre
1 Avenue du Golf
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France
- (93) Suzuki Pool
Suzuki Allee 7
64625 Bensheim
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- (94) Pool for: Tata Motors Ltd, Jaguar Cars Ltd, Land Rover
Abbey Road
Whitley
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Avenue du Bourget 60
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- (96) Pool for: VW Group PC
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38436 Wolfsburg
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It shall be published in the Official Journal of the European Union.

Done at Brussels, 30 October 2014.

For the Commission
Connie HEDEGAARD
Member of the Commission

ANNEX

Table 1

Values relating to the performance of manufacturers confirmed in accordance with Article 10 of Regulation (EC) No 443/2009

A	B	C	D	E	F	G	H	I
Manufacturer name	Pools and derogations	Number of registrations	Average CO ₂ (75 %) corrected	Specific emissions target	Distance to target	Distance to target adjusted	Average mass	Average CO ₂ (100 %)
ALPINA BURKARD BOVEN-SIEPEN GMBH E CO KG	DMD	444	169,820				1 876,43	183,032
ASTON MARTIN LAGONDA LTD	D	1 579	313,688	318,000	- 4,312	- 4,312	1 813,29	326,017
AUDI AG	P12	650 919	121,881	138,319	- 16,438	- 16,438	1 554,03	133,277
AUDI HUNGARIA MOTOR KFT	P12	7 132	141,911	133,391	8,520	8,520	1 446,20	150,909
AUTOMOBILES CITROEN		587 504	106,856	129,275	- 22,419	- 22,419	1 356,14	116,461
AUTOMOBILES PEUGEOT		723 633	105,652	128,934	- 23,282	- 23,282	1 348,68	115,040
AVTOVAZ JSC	D	1 295	215,429	201,000	14,429	14,429	1 277,78	217,830
BENTLEY MOTORS LTD	P12	1 952	288,711	181,440	107,271	107,151	2497,60	308,795
BAYERISCHE MOTOREN WERKE AG	P1	758 080	123,541	138,592	- 15,051	- 15,179	1 560,00	133,866
BMW M GMBH	P1	4 307	239,855	153,566	86,289	85,498	1 887,67	253,097
BUGATTI AUTOMOBILES SAS	P12	11	539,000	161,670	377,330	377,330	2 065,00	544,182
CATERHAM CARS LIMITED	DMD	85	162,714				662,06	171,776
CECOMP S.P.A.		566	0,000	123,282	- 123,282	- 123,282	1 225,00	0,000
CHEVROLET ITALIA SPA	P5	746	112,021	119,423	- 7,402	- 7,402	1 140,56	117,095
CHRYSLER GROUP LLC	P3	46 131	183,732	161,282	22,450	22,398	2 056,51	194,511
CNG-TECHNIK GMBH	P4	85	19,235	137,855	- 118,620	- 118,620	1 543,89	64,165
AUTOMOBILE DACIA SA	P8	289 149	119,365	122,143	- 2,778	- 2,779	1 200,08	126,644
DAIHATSU MOTOR CO LTD	P11	487	148,923	124,189	24,734	24,734	1 244,85	156,561
DAIMLER AG	P2	661 318	119,834	139,386	- 19,552	- 19,570	1 577,38	136,551

A	B	C	D	E	F	G	H	I
Manufacturer name	Pools and derogations	Number of registrations	Average CO ₂ (75 %) corrected	Specific emissions target	Distance to target	Distance to target adjusted	Average mass	Average CO ₂ (100 %)
DONKERVOORT AUTOMOBIELN BV	DMD	8	178,000				865,00	178,000
DR MOTOR COMPANY SRL	DMD	424	125,075				1 202,23	134,627
FERRARI SPA	D	2 049	304,561	303,000	1,561	1,561	1 722,29	323,199
FIAT GROUP AUTOMOBILES SPA	P3	646 554	110,620	119,633	- 9,013	- 9,026	1 145,15	116,263
FISKER AUTOMOTIVE INC		90	47,650	181,778	- 134,128	- 134,128	2 505,00	49,867
FORD MOTOR COMPANY	P4	2	194,000	164,526	29,474	29,474	2 127,50	194,000
FORD-WERKE GMBH	P4	891 562	111,513	128,620	- 17,107	- 17,109	1 341,80	121,603
FUJI HEAVY INDUSTRIES LTD	ND	26 962	151,086	164,616	- 13,530	- 13,530	1 564,99	159,492
GENERAL MOTORS COMPANY	P5	2 301	82,392	149,866	- 67,474	- 67,474	1 806,71	194,112
GM KOREA COMPANY	P5	135 377	124,192	131,530	- 7,338	- 7,338	1 405,47	135,875
GREAT WALL MOTOR COMPANY LIMITED	DMD	448	164,583				1 180,63	165,531
HONDA AUTOMOBILE CHINA CO LTD	P6	14 183	124,104	119,617	4,487	4,487	1 144,79	125,345
HONDA MOTOR CO LTD	P6	61 983	122,335	130,626	- 8,291	- 8,291	1 385,70	133,795
HONDA TURKIYE AS	P6	1 743	154,271	126,797	27,474	27,474	1 301,92	155,089
HONDA OF THE UK MANUFACTURING LTD	P6	53 052	134,040	137,886	- 3,846	- 3,846	1 544,57	145,122
HYUNDAI MOTOR COMPANY		44 551	134,693	143,242	- 8,549	- 8,549	1 661,77	146,184
HYUNDAI MOTOR MANUFACTURING CZECH SRO		220 348	130,549	132,489	- 1,940	- 1,940	1 426,46	138,081
HYUNDAI MOTOR INDIA LTD		72 184	108,201	114,154	- 5,953	- 5,953	1 025,25	111,015
HYUNDAI ASSAN OTOMOTIV SANAYI VE		62 241	110,201	117,953	- 7,752	- 7,752	1 108,38	112,343
JAGUAR LAND ROVER LIMITED	P10/ND	131 530	164,623	178,025	- 13,402	- 13,402	2 049,30	181,647

A	B	C	D	E	F	G	H	I
Manufacturer name	Pools and derogations	Number of registrations	Average CO ₂ (75 %) corrected	Specific emissions target	Distance to target	Distance to target adjusted	Average mass	Average CO ₂ (100 %)
JIANGLING MOTOR HOLDING CO LTD	DMD	23	140,000				1 378,48	143,652
KIA MOTORS CORPORATION		285 334	117,620	127,633	- 10,013	- 10,013	1 320,21	127,981
KIA MOTORS SLOVAKIA SRO		53 230	131,814	132,382	- 0,568	- 0,568	1 424,13	140,012
KTM-SPORTMOTORCYCLE AG	DMD	31	187,652				896,77	189,290
LADA AUTOMOBILE GMBH	DMD	386	225,000				1 285,00	225,000
LADA FRANCE	P8	13	179,000	129,452	49,548	49,548	1 360,00	179,000
AUTOMOBILI LAMBORGHINI SPA	P12	404	340,558	144,718	195,840	195,840	1 694,06	349,171
LOTUS CARS LIMITED	D	491	197,899	280,000	- 82,101	- 82,101	1 228,42	207,505
MAGYAR SUZUKI CORPORATION LTD	P9/ND	98 295	118,793	123,114	- 4,321	- 4,321	1 151,00	125,554
MAHINDRA & MAHINDRA LTD	DMD	231	181,017				1 917,84	182,987
MARUTI SUZUKI INDIA LTD	P9/ND	26 564	98,182	123,114	- 24,932	- 24,933	932,05	99,438
MASERATI SPA	P3	1 356	266,367	158,264	108,103	105,464	1 990,46	289,532
MAZDA MOTOR CORPORATION	ND	133 180	126,281	129,426	- 3,145	- 3,145	1 421,75	134,115
MCLAREN AUTOMOTIVE LIMITED	D	185	275,920	285,000	- 9,080	- 9,080	1 542,06	276,703
MERCEDES-AMG GMBH	P2	1 930	177,115	147,147	29,968	28,048	1 747,20	212,777
MG MOTOR UK LIMITED	D	488	147,645	151,600	- 3,955	- 3,955	1 437,34	154,408
MIA ELECTRIC SAS		257	0,000	108,278	- 108,278	- 108,278	896,68	0,000
MITSUBISHI MOTORS CORPORATION MMC	P7	54 367	89,125	140,783	- 51,658	- 51,658	1 607,95	128,371
MITSUBISHI MOTORS EUROPE BV MME	P7	6 648	118,295	121,228	- 2,933	- 2,933	1 180,06	126,313
MITSUBISHI MOTORS THAILAND CO LTD MMTH	P7	9 816	93,898	110,407	- 16,509	- 16,509	943,26	97,292

A	B	C	D	E	F	G	H	I
Manufacturer name	Pools and derogations	Number of registrations	Average CO ₂ (75 %) corrected	Specific emissions target	Distance to target	Distance to target adjusted	Average mass	Average CO ₂ (100 %)
MORGAN MOTOR CO LTD	DMD	426	168,746				1 104,34	189,455
NISSAN INTERNATIONAL SA		411 671	115,711	131,240	- 15,529	- 15,529	1 399,14	130,854
ADAM OPEL AG	P5	804 072	122,121	133,249	- 11,128	- 11,128	1 443,09	132,096
PERODUA MANUFACTURING SDN BHD	DMD	200	137,000				1 011,84	138,180
DR ING HCF PORSCHE AG	P12	41 854	190,087	150,634	39,453	39,453	1 823,52	200,960
PERUSAHAAN OTOMOBIL NASIONAL SDN BHD	D	3	157,000	181,000	- 24,000	- 24,000	1 380,00	158,333
QOROS AUTOMOTIVE CO LTD	DMD	12	146,000				1 485,00	146,000
QUATTRO GMBH	P12	4 282	234,695	153,137	81,558	81,558	1 878,27	247,434
RADICAL MOTOSPORT LTD	DMD	4	229,000				850,00	229,000
RENAULT SAS	P8	793 038	96,384	124,965	- 28,581	- 28,583	1 261,83	109,981
RENAULT TRUCKS	DMD	18	193,000				2 130,56	199,056
ROLLS-ROYCE MOTOR CARS LTD	P1	420	324,203	181,767	142,436	141,929	2 504,75	330,490
SEAT SA	P12	280 310	111,316	123,574	- 12,258	- 12,361	1 231,39	118,771
SECMA SAS	DMD	39	131,000				658,00	131,000
SKODA AUTO AS	P12	480 729	115,924	125,226	- 9,302	- 9,332	1 267,54	124,653
SSANGYONG MOTOR COMPANY	D	4 937	171,485	180,000	- 8,515	- 8,515	1 856,76	182,062
SUZUKI MOTOR CORPORATION	P9/ND	21 742	158,668	123,114	35,554	35,501	1 337,48	166,586
TATA MOTORS LIMITED	P10/ND	883	130,428	178,025	- 47,597	- 47,597	1 339,85	140,574
TAZZARI GL SPA	DMD	2	0,000				735,00	0,000
TESLA MOTORS LTD		1 671	0,000	166,426	- 166,426	- 166,426	2 169,07	0,000
TOYOTA MOTOR EUROPE NV SA	P11	512 761	102,194	127,386	- 25,192	- 25,724	1 314,81	116,431

A	B	C	D	E	F	G	H	I
Manufacturer name	Pools and derogations	Number of registrations	Average CO ₂ (75 %) corrected	Specific emissions target	Distance to target	Distance to target adjusted	Average mass	Average CO ₂ (100 %)
VEHICULES ELECTRIQUES PININFARINA-BOLLORE SAS		72	0,000	123,282	- 123,282	- 123,282	1 225,00	0,000
VOLKSWAGEN AG	P12	1 486 188	115,735	130,442	- 14,707	- 14,827	1 381,67	127,279
VOLVO CAR CORPORATION		203 065	107,012	145,012	- 38,000	- 38,000	1 700,48	130,764
WIESMANN GMBH	DMD	37	281,815				1 440,81	286,459

Table 2

Values relating to the performance of pools confirmed in accordance with Article 10 of Regulation (EC) No 443/2009

A	B	C	D	E	F	G	H	I
Pool names	Pool	Number of registrations	Average CO ₂ (75 %) corrected	Specific emissions target	Distance to target	Distance to target adjusted	Average mass	Average CO ₂ (100 %)
BMW GROUP	P1	762 807	123,685	138,700	- 15,015	- 15,141	1 562,37	134,648
DAIMLER AG	P2	663 248	119,873	139,409	- 19,536	- 19,555	1 577,88	136,773
FIAT GROUP AUTOMOBILES SPA	P3	694 041	111,31	122,477	- 11,167	- 11,197	1 207,38	121,803
FORD-WERKE GMBH	P4	891 649	111,492	128,621	- 17,129	- 17,130	1 341,82	121,598
GENERAL MOTORS	P5	942 497	121,937	133,032	- 11,095	- 11,095	1 438,34	132,778
HONDA MOTOR EUROPE LTD	P6	130 961	126,154	132,324	- 6,170	- 6,170	1 422,85	137,752
MITSUBISHI MOTORS	P7	70 831	89,973	134,738	- 44,765	- 44,765	1 475,67	123,871
POOL RENAULT	P8	1 082 200	101,787	124,211	- 22,424	- 22,426	1 245,33	114,434
SUZUKI POOL	P9/ND	146 601	115,69	123,114	- 7,424	- 7,435	1 138,98	126,907
TATA MOTORS JAGUAR CARS LAND ROVER	P10/ND	132 413	164,303	178,025	- 13,722	- 13,722	2 044,57	181,373

A	B	C	D	E	F	G	H	I
Pool names	Pool	Number of registrations	Average CO ₂ (75 %) corrected	Specific emissions target	Distance to target	Distance to target adjusted	Average mass	Average CO ₂ (100 %)
TOYOTA-DAIHATSU GROUP	P11	513 248	102,214	127,384	- 25,170	- 25,703	1 314,75	116,469
VW GROUP PC	P12	2 953 781	116,868	131,039	- 14,171	- 14,254	1 394,74	128,793

Explanatory notes to Tables 1 and 2

Column A:

Table 1: 'Manufacturer name' means the name of the manufacturer as notified to the Commission by the manufacturer concerned or, where no such notification has taken place, the name registered by the registration authority of the Member State.

Table 2: 'Pool name' means the name of the pool declared by the pool manager.

Column B:

'D' means that a derogation relating to a small volume manufacturer has been granted in accordance with Article 11(3) of Regulation (EC) No 443/2009 with effect for the calendar year 2013;

'ND' means that a derogation relating to a niche manufacturer has been granted in accordance with Article 11(4) of Regulation (EC) No 443/2009 with effect for the calendar year 2013;

'DMD' means that a *de minimis* derogation applies, i.e. a manufacturer which together with all its connected undertakings was responsible for fewer than 1 000 new registered vehicles in 2013 does not have to meet a specific emissions target;

'P' means that the manufacturer is a member of a pool (listed in table 2) formed in accordance with Article 7 of Regulation (EC) No 443/2009 and the pooling agreement is valid for calendar year 2013.

Column C:

'Number of registrations' means the total number of new cars registered by Member States in a calendar year, not counting those registrations that relate to records where the values for mass and/or CO₂ are missing and those records which the manufacturer does not recognise. The number of registrations reported by Member States may otherwise not be changed.

Column D:

'Average CO₂ (75 %) corrected' means the average specific emissions of CO₂ that have been calculated on the basis of the 75 % lowest emitting vehicles in the manufacturer's fleet in accordance with the second indent of the second subparagraph of Article 4 of Regulation (EC) No 443/2009 and point 4 of Commission Communication COM(2010) 657 final. Where appropriate, the average specific emissions have been adjusted to take into account the corrections notified to the Commission by the manufacturer concerned. The records used for the calculation includes those that contain a valid value for mass and CO₂ emissions.

Column E:

'Specific emissions target' means the emissions target calculated on the basis of the average mass of all vehicles attributed to a manufacturer applying the formula set out in Annex I to Regulation (EC) No 443/2009.

Column F:

'Distance to target' means the difference between the average specific emissions specified in column D and the specific emissions target in column E. Where the value in column F is positive the average specific emissions exceed the specific emissions target.

Column G:

'Distance to target adjusted' means that where the values in this column are different from those in column F, the values in that column have been adjusted to take into account an error margin. The error margin only applies if the manufacturer has notified the Commission of records with the error code B as set out in Article 9(3) of Regulation (EU) No 1014/2010. The error margin is calculated in accordance with the following formula:

Error = absolute value of [(AC1 – TG1) – (AC2 – TG2)]

AC1 = the average specific emissions of CO₂ including the unidentifiable vehicles (as set out in column D);

TG1 = the specific emissions target including the unidentifiable vehicles (as set out in column E);

AC2 = the average specific emissions of CO₂ excluding the unidentifiable vehicles;

TG2 = the specific emissions target excluding the unidentifiable vehicles.

Column I:

'Average CO₂ (100 %)' means the average specific emissions of CO₂ that have been calculated on the basis of 100 % of the vehicles attributed to the manufacturer. Where appropriate, the average specific emissions have been adjusted to take into account the corrections notified to the Commission by the manufacturer concerned. The records used for the calculation includes those that contain a valid value for mass and CO₂ emissions but do not take into account the supercredits referred to in Article 5 of Regulation (EC) No 443/2009.

COMMISSION IMPLEMENTING DECISION**of 31 October 2014****on the identification of Universal Business Language version 2.1 for referencing in public procurement****(Text with EEA relevance)**

(2014/771/EU)

THE EUROPEAN COMMISSION,

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

Having regard to Regulation (EU) No 1025/2012 of the European Parliament and of the Council of 25 October 2012 on European standardisation, amending Council Directives 89/686/EEC and 93/15/EEC and Directives 94/9/EC, 94/25/EC, 95/16/EC, 97/23/EC, 98/34/EC, 2004/22/EC, 2007/23/EC, 2009/23/EC and 2009/105/EC of the European Parliament and of the Council and repealing Council Decision 87/95/EEC and Decision No 1673/2006/EC of the European Parliament and of the Council ⁽¹⁾, and in particular Article 13(1) thereof,

After consulting the European multi-stakeholder platform on ICT standardisation and sectoral experts,

Whereas:

- (1) Standardisation plays an important role in supporting the Europe 2020 strategy, as set out in the Communication from the Commission entitled 'Europe 2020: A strategy for smart, sustainable and inclusive growth' ⁽²⁾. Several flagship initiatives of the Europe 2020 strategy underline the importance of voluntary standardisation in product or services markets to assure the compatibility and interoperability between products and services, foster technological development and support innovation.
- (2) In the digital society standardisation deliverables become indispensable to ensure the interoperability between devices, applications, data repositories, services and networks. The Communication from the Commission entitled 'A strategic vision for European standards: moving forward to enhance and accelerate the sustainable growth of the European economy by 2020' ⁽³⁾ recognises the specificity of information and communication technologies (ICT) standardisation where ICT solutions, applications and services are often developed by global ICT Fora and Consortia that have emerged as leading ICT standards development organisations.
- (3) Regulation (EU) No 1025/2012 aims at modernising and improving the European standardisation framework. It establishes a system whereby the Commission may decide to identify the most relevant and most widely accepted ICT technical specifications issued by organisations that are not European, international or national standardisation organisations. The possibility to use the full range of ICT technical specifications when procuring hardware, software and information technology services will enable interoperability, will help avoid lock-in for public administrations and will encourage competition in the supply of interoperable ICT solutions.
- (4) The ICT technical specifications that may be eligible for referencing in public procurement must comply with the requirements set out in Annex II to Regulation (EU) No 1025/2012. Compliance with those requirements guarantees the public authorities that the ICT technical specifications are established in accordance with the principles of openness, fairness, objectivity and non-discrimination that are recognised by the World Trade Organisation (WTO) in the field of standardisation.
- (5) The decision to identify the ICT specification is to be adopted after consultation of the European multi-stakeholder platform on ICT standardisation set up by Commission Decision ⁽⁴⁾ complemented by other forms of consultation of sectoral experts.

⁽¹⁾ OJ L 316, 14.11.2012, p. 12.

⁽²⁾ COM(2010) 2020 final of 3 March 2010.

⁽³⁾ COM(2011) 311 final of 1 June 2011.

⁽⁴⁾ Commission Decision of 28 November 2011 setting up the European multi-stakeholder platform on ICT standardisation (OJ C 349, 30.11.2011, p. 4).

- (6) On 22 May 2014, the European multi-stakeholder platform on ICT standardisation evaluated Universal Business Language version 2.1 (UBL 2.1) against the requirements set out in Annex II to Regulation (EU) No 1025/2012 and gave a positive advice on its identification for referencing in public procurement. The evaluation of UBL 2.1 was subsequently submitted to consultation of sectoral experts that also gave a positive advice on its identification.
- (7) UBL 2.1 developed by the Organization for the Advancement of Structured Information Standards is a royalty-free library of standard electronic Extensible Markup Language (XML) business documents. It is designed to plug directly into existing business, legal, auditing, and records management practices, and to operate within a standard business framework such as ISO 15000 (ebXML) to provide a complete, standards-based infrastructure that can extend the benefits of existing Electronic Data Interchange (EDI) systems to businesses of all sizes,

HAS ADOPTED THIS DECISION:

Article 1

Universal Business Language version 2.1 developed by the Organization for the Advancement of Structured Information Standards is eligible for referencing in public procurement.

Article 2

This Decision shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

Done at Brussels, 31 October 2014.

For the Commission
The President
José Manuel BARROSO

ACTS ADOPTED BY BODIES CREATED BY INTERNATIONAL AGREEMENTS

DECISION OF THE JOINT CUSTOMS COOPERATION COMMITTEE ESTABLISHED UNDER THE AGREEMENT BETWEEN THE EUROPEAN COMMUNITY AND THE GOVERNMENT OF THE PEOPLE'S REPUBLIC OF CHINA ON COOPERATION AND MUTUAL ADMINISTRATIVE ASSISTANCE IN CUSTOMS MATTERS

of 16 May 2014

regarding mutual recognition of the Authorised Economic Operator programme in the European Union and the Measures on Classified Management of Enterprises Program in the People's Republic of China

(2014/772/EU)

THE JOINT CUSTOMS COOPERATION COMMITTEE (hereinafter referred to as 'the JCCC'),

Having regard to the Agreement between the European Community and the Government of the People's Republic of China on cooperation and mutual administrative assistance in customs matters, signed on 8 December 2004 (hereinafter referred to as 'the CCMAAA'), and in particular Article 21(2)(c) thereof,

Recognising that the European Union (hereinafter referred to as 'the Union') and the People's Republic of China (hereinafter referred to as 'China') are committed to strengthening their customs cooperation in accordance with the Strategic Framework for EU-China Customs Cooperation,

Affirming the commitment of the Union and China to facilitate trade and to simplify requirements and formalities in respect of the rapid release and clearance of goods,

Affirming that security and safety, and the facilitation of the international trade supply chain, can be significantly enhanced through mutual recognition of their respective programmes for Authorised Economic Operators (hereinafter referred to as 'AEO'),

Affirming that the programmes are based on internationally recognised security standards advocated by the SAFE Framework of Standards adopted by the World Customs Organization (hereinafter referred to as 'the SAFE Framework'),

Considering that the AEO programme in the Union and the Measures on Classified Management of Enterprises Program in China (hereinafter referred to as the Programmes), are security and compliance initiatives and that a joint evaluation has revealed that their qualification standards for security and safety purposes are compatible and lead to equivalent results,

Considering that mutual recognition allows the Union and China to provide facilitative benefits to economic operators who have invested in compliance and supply chain security and have been certified under their respective Programmes,

Considering the need to adopt, for that purpose, practical arrangements pursuant to Article 17(5) of the CCMAAA,

HAS DECIDED AS FOLLOWS:

Article 1

Scope

This Decision concerns the following Programmes and entities:

- (a) the Union AEO Programme, covering the 'AEO certificate — security and safety', and the 'AEO certificate — customs simplifications/security and safety', as provided for in Commission Regulation (EEC) No 2454/93 ⁽¹⁾, together with Council Regulation (EEC) No 2913/92 ⁽²⁾;
- (b) the Measures of the General Administration of Customs of the People's Republic of China on classified management of enterprises Decree (GACC) No 170, as amended by Decree (GACC) No 197, (hereinafter referred to as MCME programme) covering Class AA enterprises; and
- (c) Economic operators holding an AEO certificate in the Union, as referred to in point (a), and Enterprises holding class AA status under the MCME in China, as referred to in point (b) (hereinafter referred to as 'Programme Members').

Article 2

Mutual Recognition and Responsibility for Implementation

1. The Programmes of the Union and China shall hereby be mutually recognised to be compatible and equivalent. The corresponding Programme Member statuses granted shall be mutually accepted.
2. The Customs Authorities defined in point (b) of Article 1 of the CCMAAA (hereinafter referred to as 'Customs Authorities') shall be responsible for implementation of this Decision. They shall take measures to implement this Decision.

Article 3

Compatibility

1. The Customs Authorities shall maintain consistency between the Programmes. The standards applied to the Programmes shall remain compatible with respect to the following matters:
 - (a) the application process for granting membership;
 - (b) assessment of applications; and
 - (c) granting of membership and managing of membership status.
2. The Customs Authorities shall ensure that the Programmes operate within the context of the SAFE Framework.

Article 4

Benefits

1. Each Customs Authority shall provide comparable benefits to Programme Members under the other Customs Authority's Programme.

The benefits shall include, in particular:

- (a) taking the status of a Programme Member authorised by the other Customs Authority into account favourably in its risk assessment to reduce inspections or controls and in other security and safety-related measures;
- (b) taking the status of a Programme Member authorised by the other Customs Authority into account with a view to treating the Programme Member as a secure and safe partner when assessing the business partners requirements for applicants under its own Programme;
- (c) taking the status of a Programme Member authorised by the other Customs Authority into account in ensuring priority treatment, expedited processing, simplified formalities and expedited release of the shipments where the Programme Member is involved;
- (d) endeavouring to establish a joint business continuity mechanism to respond to disruptions in trade flows due to increases in security alert levels, border closures and/or natural disasters, hazardous emergencies or other major incidents, where priority cargos related to Programme Members could be facilitated and expedited to the extent possible by the Customs Authorities.

⁽¹⁾ 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 (OJ L 253, 11.10.1993, p. 1).

⁽²⁾ Council Regulation (EEC) No 2913/92 of 12 October 1992 establishing the Community Customs Code (OJ L 302, 19.10.1992, p. 1).

2. Following the review process referred to in Article 7(2), each Customs Authority may provide further facilitation benefits, including streamlining processes and increasing the predictability of cargo release, to the extent possible, in co-operation with other government authorities.
3. Each Customs Authority shall retain the authority to suspend the benefits provided to Programme Members of the other Customs Authority's Programme under this Decision. Such suspension of benefits by one Customs Authority shall be reasoned and promptly communicated to the other Customs Authority for consultation and proper assessment.
4. Each Customs Authority shall report irregularities involving Programme Members of the other Customs Authority's Programme to the other Customs Authority in order to ensure immediate analysis of the appropriateness of the benefits and status granted by the other Customs Authority.

Article 5

Information Exchange and Communication

1. The Customs Authorities shall enhance their communication in order to implement this Decision effectively. They shall exchange information and foster communication with regard to their Programmes by:
 - (a) providing each other with the details on their Programme Members, subject to paragraph 4;
 - (b) providing updates on operation and development of their Programmes in a timely manner;
 - (c) exchanging information regarding supply chain security policy and trends;
 - (d) ensuring effective inter-agency communication between the European Commission Directorate-General for Taxation and Customs Union and the General Administration of Customs of the People's Republic of China to enhance risk management practices with respect to supply chain security on the part of the Programme Members.
2. Article 17 CCMAAA shall apply to any exchange of information pursuant to this Decision.
3. Information and related data shall be exchanged in a systematic manner by electronic means.
4. Details to be exchanged on the Programme Members shall be limited to:
 - (a) the name of the Programme Member;
 - (b) the address of the Programme Member;
 - (c) the status of the Programme Member;
 - (d) the validation or authorisation date;
 - (e) suspensions and revocations;
 - (f) the unique authorisation number (e.g. EORI or AEO numbers); and
 - (g) other details that may be mutually determined between the Customs Authorities, subject, where applicable, to any necessary safeguards.

Article 6

Treatment of Data

1. Any information, including any personal data, exchanged pursuant to this Decision shall be obtained, used and processed only by the Customs Authorities and for the sole purpose of implementing this Decision.
2. Any information communicated in whatsoever form pursuant to this Decision shall be of a confidential or restricted nature, depending on the rules applicable in each of the Parties and shall be covered by the obligation of official secrecy.
3. The Customs Authorities shall ensure that the information exchanged is accurate and regularly updated, and that appropriate deletion procedures are in place. In the event that a Customs Authority determines that the information provided under this Decision should be amended, the Customs Authority providing this information shall promptly notify the receiving Customs Authority of such amendments. Once notified of such amendments, the receiving Customs Authority shall promptly record those amendments. Information may not be processed and kept longer than is necessary for the purpose of implementing this Decision.

4. Where information with personal data is exchanged according to Article 4 and 5 of this Decision, the Customs Authorities shall also take appropriate measures to ensure data protection, security, confidentiality and integrity. The Customs Authorities shall ensure in particular that:

- (a) security safeguards are in place (including electronic safeguards) which control, on a need-to-know basis, access to information obtained from the other Customs Authority under this Decision and that the information is used only for the purposes of this Decision;
- (b) information obtained from the other Customs Authority under this Decision is protected from unauthorized access, dissemination, alteration, deletion or destruction, except to the extent appropriate to implement paragraph 3;
- (c) information obtained from the other Customs Authorities under this Decision is not transmitted to any other party, to any third country or international body, or to any other public authority of the receiving Party without the prior written consent of the Customs Authority which provided the information. Any information transmitted with prior written consent will be used in accordance with the conditions specified in this Decision and subject to any restrictions laid down by the Authority which provided the information;
- (d) information obtained from the other Customs Authority under this Decision is stored at all times in secure electronic and/or paper storage systems. Logs or documentation are kept on all access, as well as processing and use of information obtained from the other Customs Authority.

5. With respect to any personal data which may be exchanged pursuant to this Decision, a Programme Member may request access to, or rectification, blocking or erasure of any such data relating to him or her that are processed by a Customs Authority. Each Customs Authority shall advise its Programme Members as to how to request access, rectification, blocking or erasure in the first instance. The requested Customs Authority shall correct any inaccurate or incomplete data.

6. With respect to any personal data which may be exchanged pursuant to this Decision, Programme Members shall have the right to effective administrative and judicial redress regardless of their nationality and country of residence. In this context, each Customs Authority shall also inform Programme Members of the options for seeking administrative and judicial redress.

7. At the request of the supplying Customs Authority, the receiving Customs Authority shall update, correct, block, or erase information received under this Decision that is inaccurate or incomplete, or if its collection or further processing contravenes this Decision or the CCMAAA.

8. Each Customs Authority shall notify the other Customs Authority if it becomes aware that material information it has transmitted to the other Customs Authority, or received from the other Customs Authority under this Decision, is inaccurate or unreliable or is subject to significant doubt. Where a Customs Authority determines that information it has received from the other Customs Authority under this Decision is inaccurate, it shall take all measures it deems appropriate to safeguard against erroneous reliance on such information, including supplementation, erasure, or correction of such information.

9. Compliance with the provisions in this Article by each Customs Authority shall be subject to oversight and review by the respective relevant authority. For the Union, those authorities are the European Data Protection Supervisor and the Union Member States' data protection authorities, and for China that authority is the General Administration of China Customs. Those authorities shall have effective powers of oversight, investigation, intervention and review and have power to refer violations of law for legal action, where appropriate. They shall ensure that complaints relating to non-compliance are received, investigated, responded to, and appropriately redressed.

10. The JCCC shall review the processing of personal data under this Decision. Such review shall take place at the request of each Customs Authority, or at at least every two years. Each Customs Authority shall provide the necessary information on measures taken to ensure compliance and provide access to relevant documentation, systems and personnel and stop any processing that appears to be in breach of this Decision.

Article 7

Consultation and Review

1. All issues related to the implementation of this Decision shall be settled by consultations between the Customs Authorities in the framework of the JCCC.

2. The JCCC shall review the implementation of this Decision regularly. The review process may include, in particular:
- (a) joint verifications to identify strengths and weaknesses in implementing mutual recognition;
 - (b) exchanges of views on details to be exchanged and benefits, including any future benefit, to be granted to operators in accordance with Article 4(2);
 - (c) exchanges of views on security provisions such as protocols to be followed during and after a serious security incident (business resumption) or when conditions justify the suspension of mutual recognition;
 - (d) examination of the suspension of the benefits, as referred to in Article 4(3) of this Decision;
 - (e) review of the implementation of Article 6 of this Decision.

Article 8

Effect and Suspension

1. The cooperation under this Decision shall take effect upon signature.
2. Either Customs Authority may suspend cooperation under this Decision at any time by giving at least thirty (30) days written notice thereof.

Done at Beijing, 16 May 2014.

For the EU-China Joint Customs Cooperation Committee

For the European Commission

Algirdas ŠEMETA

*For the General Administration of Customs of the People's
Republic of China*

YU Guangzhou

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