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Contents

[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.

The titles of all other acts are printed in bold type and preceded by an asterisk.

DECISIONS

Corrigenda

[1] Text with EEA relevance

II

(Non-legislative acts)

INTERNATIONAL AGREEMENTS

COUNCIL DECISION (EU) 2016/581

of 11 April 2016

on the signing, on behalf of the European Union, of the Agreement in the form of an Exchange of Letters between the European Union and the Eastern Republic of Uruguay pursuant to Article XXIV:6 and Article XXVIII of the General Agreement on Tariffs and Trade (GATT) 1994 relating to the modification of concessions in the schedule of the Republic of Croatia in the course of its accession to the European Union

THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular the first subparagraph of Article 207(4), in conjunction with Article 218(5) thereof,

Having regard to the proposal from the European Commission,

Whereas:

(1) On 15 July 2013 the Council authorised the Commission to open negotiations with certain other Members of the World Trade Organization under Article XXIV:6 of the General Agreement on Tariffs and Trade (GATT) 1994, in the course of the accession to the European Union of the Republic of Croatia.

(2) Negotiations have been conducted by the Commission within the framework of the negotiating directives adopted by the Council.

(3) Those negotiations have been concluded and an Agreement in the form of an Exchange of Letters between the European Union and the Eastern Republic of Uruguay pursuant to Article XXIV:6 and Article XXVIII of GATT 1994 relating to the modification of concessions in the schedule of the Republic of Croatia in the course of its accession to the European Union was initialled on 18 December 2015.

(4) The Agreement should be signed,

HAS ADOPTED THIS DECISION:

Article 1

The signing on behalf of the Union of the Agreement in the form of an Exchange of Letters between the European Union and the Eastern Republic of Uruguay pursuant to Article XXIV:6 and Article XXVIII of GATT 1994 relating to the modification of concessions in the schedule of the Republic of Croatia in the course of its accession to the European Union is hereby authorised on behalf of the European Union, subject to the conclusion of that Agreement [1].

Article 2

The President of the Council is hereby authorised to designate the person(s) empowered to sign the Agreement on behalf of the Union.

[1] The text of the Agreement will be published together with the decision on its conclusion.

Article 3

This Decision shall enter into force on the date of its adoption.

Done at Luxembourg, 11 April 2016.

For the Council
The President
M.H.P. VAN DAM

REGULATIONS

COMMISSION REGULATION (EU) 2016/582

of 15 April 2016

amending Regulation (EC) No 333/2007 as regards the analysis of inorganic arsenic, lead and polycyclic aromatic hydrocarbons and certain performance criteria for analysis

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

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

Having regard to Regulation (EC) No 882/2004 of the European Parliament and of the Council of 29 April 2004 on official controls performed to ensure the verification of compliance with feed and food law, animal health and animal welfare rules ([1]), and in particular Article 11(4) thereof,

Whereas:

(1) Commission Regulation (EC) No 333/2007 ([2]) lays down the methods of sampling and analysis for the official control of levels of certain contaminants in foodstuffs.

(2) The maximum levels for certain contaminants in food have been established by Commission Regulation (EC) No 1881/2006 ([3]). Commission Regulation (EU) 2015/1006 ([4]) amended Regulation (EC) No 1881/2006 to set maximum levels for inorganic arsenic, consequently it is appropriate to lay down specific procedures related to analysis for inorganic arsenic.

(3) The EN standard 13804 related to the determination of elements and their chemical species has been updated, it is therefore appropriate to update the reference to that standard accordingly.

(4) The maximum levels for polycyclic aromatic hydrocarbons (PAH) in cocoa beans and derived products have to be established on a fat basis. Proficiency tests performed by the European Union Reference Laboratory for PAH indicate divergences in the determination of the fat content. It is therefore appropriate to harmonise the approach for the determination of the fat content.

(5) Following advice of the European Union Reference Laboratory for heavy metals in feed and food, it is appropriate to amend the definition of the limit of quantification and the performance criteria related to the limit of detection for the methods of analysis for lead, cadmium, mercury and inorganic tin.

(6) It is appropriate that the provisions related to the methods of sampling and analysis also apply outside the frame of official controls.

([1]) OJ L 165, 30.4.2004, p. 1.
([2]) Commission Regulation (EC) No 333/2007 of 28 March 2007 laying down the methods of sampling and analysis for the official control of the levels of lead, cadmium, mercury, inorganic tin, 3-MCPD and benzo(a)pyrene in foodstuffs (OJ L 88, 29.3.2007, p. 29).
([3]) Commission Regulation (EC) No 1881/2006 of 19 December 2006 setting maximum levels for certain contaminants in foodstuffs (OJ L 364, 20.12.2006, p. 5).
([4]) Commission Regulation (EU) 2015/1006 of 25 June 2015 amending Regulation (EC) No 1881/2006 as regards maximum levels of inorganic arsenic in foodstuffs (OJ L 161, 26.6.2015, p. 14).

(7) Regulation (EC) No 333/2007 should therefore be amended accordingly.

(8) The measures provided for in this Regulation are in accordance with the opinion of the Standing Committee on Plants, Animals, Food and Feed,

HAS ADOPTED THIS REGULATION:

Article 1

Regulation (EC) No 333/2007 is amended as follows:

(1) the title is replaced by the following:

'Commission Regulation (EC) No 333/2007 of 28 March 2007 laying down the methods of sampling and analysis for the control of the levels of trace elements and processing contaminants in foodstuffs';

(2) in Article 1, paragraph 1 is replaced by the following:

'1. Sampling and analysis for the control of the levels of lead, cadmium, mercury, inorganic tin, inorganic arsenic, 3-MCPD and polycyclic aromatic hydrocarbons ("PAH") listed in Sections 3, 4 and 6 of the Annex to Regulation (EC) No 1881/2006 shall be carried out in accordance with the Annex to this Regulation.';

(3) the Annex is amended in accordance with the Annex to this Regulation.

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, 15 April 2016.

For the Commission
The President
Jean-Claude JUNCKER

ANNEX

The Annex to Regulation (EC) No 333/2007 is amended as follows:

(1) point C.2.2.1 is replaced by the following:

'C.2.2.1. **Specific procedures for lead, cadmium, mercury, inorganic tin and inorganic arsenic**

The analyst shall ensure that samples do not become contaminated during sample preparation. Wherever possible, apparatus and equipment coming into contact with the sample shall not contain those metals to be determined and be made of inert materials, e.g. plastics such as polypropylene, polytetrafluoroethylene (PTFE) etc. These should be acid cleaned to minimise the risk of contamination. High quality stainless steel may be used for cutting edges.

There are many satisfactory specific sample preparation procedures which may be used for the products under consideration. For those aspects not specifically covered by this Regulation, the CEN Standard "Foodstuffs. Determination of elements and their chemical species. General considerations and specific requirements" (*) has been found to be satisfactory but other sample preparation methods may be equally valid.

In the case of inorganic tin, care shall be taken to ensure that all the material is taken into solution as losses are known to occur readily, particularly because of hydrolysis to insoluble hydrated Sn(IV) oxide species.

(*) Standard EN 13804:2013, "Foodstuffs. Determination of elements and their chemical species. General considerations and specific requirements", CEN, Rue de Stassart 36, B-1050 Brussels.';

(2) in point C.2.2.2 Specific procedures for polycyclic aromatic hydrocarbons, the following paragraph is added:

'For the analysis of PAH in cocoa and cocoa derived products, the determination of the fat content is performed in accordance with AOAC Official method 963.15 for the determination of the fat content of cocoa beans and derived products. Equivalent fat determination procedures can be applied for which it can be demonstrated that the used fat determination procedure provides an equal (equivalent) fat content value.';

(3) in point C.3.1 Definitions, the definition of LOQ is replaced by the following definition:

'"LOQ" = Limit of quantification, lowest content of the analyte which can be measured with reasonable statistical certainty. If both accuracy and precision are constant over a concentration range around the limit of detection, then the limit of quantification is numerically equal to 10 times the standard deviation of the mean of blank matrix determinations ($n \geq 20$).';

(4) in point C.3.3.1 Performance criteria, point (a) is replaced by the following:

'(a) Performance criteria for methods of analysis for lead, cadmium, mercury, inorganic tin and inorganic arsenic

Table 5

Parameter	Criterion
Applicability	Foods specified in Regulation (EC) No 1881/2006
Specificity	Free from matrix or spectral interferences
Repeatability (RSD_r)	$HORRAT_r$ less than 2
Reproducibility (RSD_R)	$HORRAT_R$ less than 2

<table>
<tr><td>Parameter</td><td colspan="5">Criterion</td></tr>
<tr><td>Recovery</td><td colspan="5">The provisions of point D.1.2 apply</td></tr>
<tr><td>LOD</td><td colspan="5">= three tenths of LOQ</td></tr>
<tr><td rowspan="4">LOQ</td><td>Inorganic tin</td><td colspan="4">≤ 10 mg/kg</td></tr>
<tr><td rowspan="2">Lead</td><td>ML ≤ 0,01 mg/kg</td><td>0,01 < ML ≤ 0,02 mg/kg</td><td>0,02 < ML < 0,1 mg/kg</td><td>ML ≥ 0,1 mg/kg</td></tr>
<tr><td>≤ ML</td><td>≤ two thirds of the ML</td><td>≤ two fifths of the ML</td><td>≤ one fifth of the ML</td></tr>
<tr><td rowspan="2">Cadmium, mercury, inorganic arsenic</td><td colspan="2">ML is < 0,100 mg/kg</td><td colspan="2">ML is ≥ 0,100 mg/kg</td></tr>
<tr><td colspan="2">≤ two fifths of the ML</td><td colspan="2">≤ one fifth of the ML’</td></tr>
</table>

(5) point C.3.2 is replaced by the following:

‘C.3.2. **General requirements**

Methods of analysis used for food control purposes shall comply with the provisions of Annex III to Regulation (EC) No 882/2004.

Methods for analysis for total tin are appropriate for control on inorganic tin levels.

For the analysis of lead in wine, the methods and rules established by the OIV (*) apply in accordance with Article 80(5) of Regulation (EU) No 1308/2013 (**).

Methods for analysis for total arsenic are appropriate for screening purpose for control on inorganic arsenic levels. If the total arsenic concentration is below the maximum level for inorganic arsenic, no further testing is required and the sample is considered to be compliant with the maximum level for inorganic arsenic. If the total arsenic concentration is at or above the maximum level for inorganic arsenic, follow-up testing shall be conducted to determine if the inorganic arsenic concentration is above the maximum level for inorganic arsenic.

(*) Organisation internationale de la vigne et du vin.

(**) 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 (OJ L 347, 20.12.2013, p. 671).’.

COMMISSION REGULATION (EU) 2016/583

of 15 April 2016

amending Regulation (EU) No 1332/2011 laying down common airspace usage requirements and operating procedures for airborne collision avoidance

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

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

Having regard to Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC ([1]), and in particular Article 8(5) and 9(4) thereof,

Whereas:

(1) Commission Regulation (EU) No 1332/2011 ([2]) requires turbine-powered aeroplanes, with a maximum certificated take-off mass (MCTOM) of more than 5 700 kg or authorised to carry more than 19 passengers to be equipped with a new software version 7.1 of the airborne collision avoidance system (ACAS II) to avoid mid-air collision. This requirement also applies to operators of certain aeroplanes registered in a third country.

(2) Regulation (EU) No 1332/2011 also requires Union air operators who are subject to Council Regulation (EEC) No 3922/91 ([3]) to install the new software version 7.1 of ACAS II on their aeroplanes. However, this provision is obsolete as Regulation (EEC) No 3922/91 no longer applies to those operators since its Annex III has been deleted. Commission Regulation (EU) No 965/2012 ([4]) now applies to those operators instead and contains the necessary rules in this regard. The obsolete provision of Regulation (EU) No 1332/2011 should therefore be deleted.

(3) Regulation (EU) No 1332/2011 contains rules on operational procedures applicable in situations where ACAS II gives indication to the flight crew recommending a manoeuvre to ensure separation of the aeroplane from all threats or to maintain existing separation (resolution advisory). As those rules are safety-critical both for pilots and controllers, especially as regards the interface between them, they are better addressed in Commission Implementing Regulation (EU) No 923/2012 ([5]) instead. Therefore, the rules related to such operational procedures set out in Regulation (EU) No 1332/2011 should be deleted.

(4) Regulation (EU) No 1332/2011 should therefore be amended accordingly.

(5) The measures provided for in this Regulation are based on the opinion ([6]) issued by the European Aviation Safety Agency in accordance with Articles 17(2)(b) and 19(1) of Regulation (EC) No 216/2008.

(6) The measures provided for in this Regulation are in accordance with the opinion of the Committee established by Article 65 of Regulation (EC) No 216/2008,

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([1]) OJ L 79, 19.3.2008, p. 1.

([2]) Commission Regulation (EU) No 1332/2011 of 16 December 2011 laying down common airspace usage requirements and operating procedures for airborne collision avoidance (OJ L 336, 20.12.2011, p. 20).

([3]) Council Regulation (EEC) No 3922/91 of 16 December 1991 on the harmonization of technical requirements and administrative procedures in the field of civil aviation (OJ L 373, 31.12.1991, p. 4).

([4]) Commission Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 296, 25.10.2012, p. 1).

([5]) Commission Implementing Regulation (EU) No 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010 (OJ L 281, 13.10.2012, p. 1).

([6]) European Aviation Safety Agency Opinion No 04/2014 of 16 December 2014 for the amendment to Commission Implementing Regulation (EU) No 923/2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation (SERA Part C)

HAS ADOPTED THIS REGULATION:

Article 1

Regulation (EU) No 1332/2011 is amended as follows:

(1) Article 4 is deleted;

(2) in Article 5, paragraphs 2 and 3 are replaced by the following:

'2. Article 3 shall apply as of 1 March 2012.

3. By way of derogation from paragraph 2, in the case of aircraft with an individual certificate of airworthiness issued before 1 March 2012, Article 3 shall apply as of 1 December 2015.';

(3) the Annex is replaced by the text in the Annex to this Regulation.

Article 2

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 25 August 2016.

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

Done at Brussels, 15 April 2016.

For the Commission
The President
Jean-Claude JUNCKER

ANNEX

'ANNEX

Airborne collision avoidance systems (ACAS) II

(Part-ACAS)

AUR.ACAS.1005 Performance requirement

(1) The following turbine-powered aeroplanes shall be equipped with collision avoidance logic version 7.1 of ACAS II:

(a) aeroplanes with a maximum certificated take-off mass exceeding 5 700 kg;

(b) aeroplanes authorised to carry more than 19 passengers.

(2) Aircraft not referred to in point 1 which are equipped on a voluntary basis with ACAS II shall have collision avoidance logic version 7.1.

(3) Point 1 shall not apply to unmanned aircraft systems.

AUR.ACAS.1010 ACAS II training

Operators shall establish ACAS II operational procedures and training programmes so that the flight crew is appropriately trained in the avoidance of collisions and becomes competent in the use of ACAS II equipment.'

COMMISSION IMPLEMENTING REGULATION (EU) 2016/584

of 15 April 2016

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, 15 April 2016.

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	IL	279,2
	MA	93,6
	SN	175,5
	TR	94,1
	ZZ	160,6
0707 00 05	MA	80,7
	TR	119,1
	ZZ	99,9
0709 93 10	MA	94,0
	TR	137,2
	ZZ	115,6
0805 10 20	EG	48,6
	IL	77,8
	MA	55,6
	TR	38,9
	ZZ	55,2
0808 10 80	AR	89,5
	BR	98,6
	CL	121,6
	CN	131,9
	US	155,0
	ZA	81,6
	ZZ	113,0
0808 30 90	AR	102,2
	CL	106,8
	CN	90,5
	ZA	111,1
	ZZ	102,7

(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'.

DIRECTIVES

COMMISSION DELEGATED DIRECTIVE (EU) 2016/585

of 12 February 2016

amending, for the purposes of adapting to technical progress, Annex IV to Directive 2011/65/EU of the European Parliament and of the Council as regards an exemption for lead, cadmium, hexavalent chromium, and polybrominated diphenyl ethers (PBDE) in spare parts recovered from and used for the repair or refurbishment of medical devices or electron microscopes

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

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

Having regard to Directive 2011/65/EU of the European Parliament and of the Council of 8 June 2011 on the restriction of the use of certain hazardous substances in electrical and electronic equipment [1], and in particular Article 5(1)(a) thereof,

Whereas:

(1) Directive 2011/65/EU prohibits the use of lead, cadmium, hexavalent chromium, and polybrominated diphenyl ethers (PBDE) in electrical and electronic equipment placed on the market.

(2) Refurbishment practices exists for imaging equipment such as magnetic resonance imaging devices, computer tomography devices, *in vitro* diagnostic devices, patient monitoring devices, and electron microscopes. Some of the recovered spare parts reused for refurbishment will contain small amounts of lead, cadmium, hexavalent chromium, or PBDE.

(3) The exemption set out in point 31 of Annex IV to Directive 2011/65/EU does not allow for the use of spare parts recovered from used equipment which was not already placed on the Union market thus limiting the availability of recovered spare parts.

(4) A comparison of the environmental impacts of using refurbished parts in such cases with the environmental impacts of substituting refurbished parts with new ones demonstrates that the total negative environmental, health and consumer safety impacts of substitution would outweigh the total benefits thereof.

(5) Considering that the substance restriction will start to apply to the different equipment concerned on different dates as provided for in Article 4(3) of Directive 2011/65/EU, a different expiry date for the exemption should be set for each type of equipment.

(6) Directive 2011/65/EU should therefore be amended accordingly.

(7) In order to ensure a smooth transition for market operators from the existing provisions to those specified in this Directive and to prevent single market disruptions, it is appropriate to set a date for the simultaneous application by the Member States of their national provisions which also provides a reasonable period of time after the date of transposition,

[1] OJ L 174, 1.7.2011, p. 88.

HAS ADOPTED THIS DIRECTIVE:

Article 1

Annex IV to Directive 2011/65/EU is amended as set out in the Annex to this Directive.

Article 2

1. Member States shall adopt and publish, by 28 February 2017, the laws, regulations and administrative provisions necessary to comply with this Directive. They shall forthwith communicate to the Commission the text of those provisions.

They shall apply those provisions from 6 November 2017.

When Member States adopt those provisions, they shall contain a reference to this Directive or be accompanied by such a reference on the occasion of their official publication. Member States shall determine how such reference is to be made.

2. Member States shall communicate to the Commission the text of the main provisions of national law which they adopt in the field covered by this Directive.

Article 3

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

Article 4

This Directive is addressed to the Member States.

Done at Brussels, 12 February 2016.

For the Commission
The President
Jean-Claude JUNCKER

ANNEX

Annex IV to Directive 2011/65/EU is amended as follows:

(1) point 31 is deleted;

(2) the following point 31a is added:

'31a. Lead, cadmium, hexavalent chromium, and polybrominated diphenyl ethers (PBDE) in spare parts recovered from and used for the repair or refurbishment of medical devices, including *in vitro* diagnostic medical devices, or electron microscopes and their accessories, provided that the reuse takes place in auditable closed-loop business-to-business return systems and that each reuse of parts is notified to the customer.

Expires on:

(a) 21 July 2021 for the use in medical devices other than *in vitro* diagnostic medical devices;

(b) 21 July 2023 for the use in *in vitro* diagnostic medical devices;

(c) 21 July 2024 for the use in electron microscopes and their accessories.'

DECISIONS

COMMISSION IMPLEMENTING DECISION (EU) 2016/586

of 14 April 2016

on technical standards for the refill mechanism of electronic cigarettes

(notified under document C(2016) 2093)

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

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

Having regard to Directive 2014/40/EU of the European Parliament and of the Council of 3 April 2014 on the approximation of the laws, regulations and administrative provisions of the Member States concerning the manufacture, presentation and sale of tobacco and related products and repealing Directive 2001/37/EC [1], and in particular Article 20(13) thereof,

Whereas:

(1) Article 20(3)(g) of Directive 2014/40/EU requires Member States to ensure that electronic cigarettes and their refill containers have a mechanism that ensures refilling without leakage.

(2) Article 20(13) of Directive 2014/40/EU empowers the Commission to lay down technical standards for the refill mechanism of electronic cigarettes by means of an implementing act.

(3) In view of the toxicity of the nicotine-containing liquids used in electronic cigarettes and refill containers, it is appropriate to ensure that electronic cigarettes can be refilled in a manner that minimises the risk of dermal contact and accidental ingestion of such liquids.

(4) On the basis of feedback received from stakeholders and work carried out by an external contractor, technical standards have been identified which are intended to ensure that compliant refill mechanisms provide sufficient protection against leakage.

(5) The technical standards identified also comprise measures ensuring that consumers are properly informed of how to operate the refill mechanisms in order to ensure leakage-free refilling.

(6) Stakeholders may wish to provide the Commission with information on alternative mechanisms they have developed to ensure leakage-free refilling, which may lead to this Decision being revised.

(7) The measures provided for in this Decision are in accordance with the opinion of the Committee referred to in Article 25 of Directive 2014/40/EU,

HAS ADOPTED THIS DECISION:

Article 1

Subject matter

This Decision lays down the technical standards for the refill mechanism of electronic cigarettes manufactured in or imported into the Union.

[1] OJ L 127, 29.4.2014, p. 1.

Article 2

Requirements for the refill mechanism

1. Member States shall ensure that refillable electronic cigarettes and refill containers are only placed on the market if the mechanism by which the electronic cigarettes are refilled meets one of the following conditions:

(a) it entails the use of a refill container possessing a securely attached nozzle at least 9 mm long, which is narrower than and slots comfortably into the opening of the tank of the electronic cigarette with which it is used and possessing a flow control mechanism that emits no more than 20 drops of refill liquid per minute when placed vertically and subjected to atmospheric pressure alone at 20 °C ± 5 °C;

(b) it operates by means of a docking system which only releases refill liquids into the tank of the electronic cigarette when the electronic cigarette and refill container are connected.

2. Member States shall ensure that refillable electronic cigarettes and refill containers include appropriate instructions for refilling, including diagrams, as part of the instructions for use required by Article 20(4)(a)(i) of Directive 2014/40/EU.

Refillable electronic cigarettes and refill containers with a refill mechanism of the type referred to in paragraph 1(a) shall indicate the width of the nozzle or width of the opening of the tank in the instructions for use in a manner that enables consumers to identify the compatibility of refill containers and electronic cigarettes.

Refillable electronic cigarettes and refill containers with a refill mechanism of the type referred to in paragraph 1(b) shall specify, in the instructions for use, the types of docking system with which such electronic cigarettes and refill containers are compatible.

Article 3

Addressees

This Decision is addressed to the Member States.

Done at Brussels, 14 April 2016.

For the Commission
Vytenis ANDRIUKAITIS
Member of the Commission

COMMISSION IMPLEMENTING DECISION (EU) 2016/587

of 14 April 2016

on the approval of the technology used in efficient vehicle exterior lighting using light emitting diodes as an innovative technology for reducing CO_2 emissions from passenger cars pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council

(Text with EEA relevance)

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 emissions performance standards for new passenger cars as part of the Community's integrated approach to reduce CO_2 emissions from light-duty vehicles ([1]), and in particular Article 12(4) thereof,

Whereas:

(1) The application submitted by the manufacturer Mazda Motor Europe GmbH on 7 July 2015 for the approval of light emitting diodes (LED) lighting, and the application submitted by Honda on 8 January 2016 for the approval of efficient exterior LED lighting have been assessed in accordance with Article 12 of Regulation (EC) No 443/2009, Commission Implementing Regulation (EU) No 725/2011 ([2]) and the Technical Guidelines for the preparation of applications for the approval of innovative technologies pursuant to Regulation (EC) No 443/2009.

(2) The information provided in the Mazda and Honda applications demonstrates that the conditions and the criteria referred to in Article 12 of Regulation (EC) No 443/2009 and in Articles 2 and 4 of Implementing Regulation (EU) No 725/2011 have been met. As a consequence, the Mazda and Honda efficient exterior LED lighting should be approved as innovative technologies.

(3) By Implementing Decisions 2014/128/EU ([3]), (EU) 2015/206 ([4]) and (EU) 2016/160 ([5]) the Commission has approved three applications concerning technologies that contribute to improving the efficiency of exterior lighting systems. Based on the experience gained from the assessment of those applications as well as the Mazdaand Honda applications, it has been satisfactorily and conclusively demonstrated that efficient exterior LED lighting including one or appropriate combinations of efficient exterior LED lights such as the low beam headlamp, high beam headlamp, front position, front fog, rear fog, front turn signal, rear turn signal, licence plate and reversing lamps meet the eligibility criteria referred to in Article 12 of Regulation (EC) No 443/2009 and Implementing Regulation (EU) No 725/2011 and provide a reduction in CO_2 emissions of at least 1 g CO_2/km as compared to a baseline exterior lighting package including the same combination of vehicle lights.

(4) It is therefore appropriate to provide manufacturers with the possibility to certify the CO_2 savings from efficient exterior LED lighting that satisfy those conditions. In order to ensure that only exterior LED lighting that are compliant with those conditions are proposed for certification, the manufacturer should provide a verification report from an independent verification body confirming the compliance together with the application for certification submitted to the type approval authority.

([1]) OJ L 140, 5.6.2009, p. 1.

([2]) Commission Implementing Regulation (EU) No 725/2011 of 25 July 2011 establishing a procedure for the approval and certification of innovative technologies for reducing CO_2 emissions from passenger cars pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council (OJ L 194, 26.7.2011, p. 19).

([3]) Commission Implementing Decision 2014/128/EU of 10 March 2014 on the approval of the light emitting diodes low beam module 'E-Light' as an innovative technology for reducing CO_2 emissions from passenger cars pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council (OJ L 70, 11.3.2014, p. 30).

([4]) Commission Implementing Decision (EU) 2015/206 of 9 February 2015 on the approval of the Daimler AG efficient exterior lighting using light emitting diodes as an innovative technology for reducing CO_2 emissions from passenger cars pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council (OJ L 33, 10.2.2015, p. 52).

([5]) Commission Implementing Decision (EU) 2016/160 of 5 February 2016 on the approval of the Toyota Motor Europe efficient exterior lighting using light emitting diodes as an innovative technology for reducing CO_2 emissions from passenger cars pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council (OJ L 31, 6.2.2016, p. 70).

(5) If the type approval authority finds that the LED lighting does not satisfy the conditions for certification the application for certification of the savings should be rejected.

(6) It is appropriate to approve the testing methodology for determining the CO_2 savings from exterior LED lighting.

(7) In order to determine the CO_2 savings from an exterior LED lighting, it is necessary to establish the baseline technology against which the efficiency of the LED lighting should be assessed. On the basis of the experience gained, it is appropriate to consider halogen lighting as a baseline technology.

(8) The savings from an exterior LED lighting may be partially demonstrated by the test referred to in Annex XII to Commission Regulation (EC) No 692/2008 ([1]). It is therefore necessary to ensure that this partial coverage is taken into account in the testing methodology for CO_2 savings from exterior LED lighting.

(9) In order to facilitate a wider deployment of efficient exterior LED lighting in new vehicles, a manufacturer should also have the possibility to apply for the certification of the CO_2 savings from several exterior LED lighting by a single certification application. It is however appropriate to ensure that where this possibility is used a mechanism is applied that incentivises the deployment of only those exterior LED lighting that offer the highest efficiency.

(10) For the purposes of determining the general eco-innovation code to be used in the relevant type approval documents in accordance with Annexes I, VIII and IX to Directive 2007/46/EC of the European Parliament and of the Council ([2]), the individual code to be used for the innovative technology for exterior LED lighting should be specified,

HAS ADOPTED THIS DECISION:

Article 1

Approval

The technology used in the Mazda light emitting diodes (LED) lighting and in the Honda LED lighting is approved as an innovative technology within the meaning of Article 12 of Regulation (EC) No 443/2009.

Article 2

Application for certification of CO_2 savings

1. The manufacturer may apply for the certification of CO_2 savings from one or several exterior LED lighting intended for use in M_1 vehicles that include one or a combination of the following LED lights,

(a) low beam headlamp;

(b) high beam headlamp;

(c) front position lamp;

(d) front fog lamp;

(e) rear fog lamp;

(f) front turn signal lamp;

([1]) 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).

([2]) Directive 2007/46/EC of the European Parliament and 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) (OJ L 263, 9.10.2007, p. 1).

(g) rear turn signal lamp;

(h) licence plate lamp;

(i) reversing lamp.

The LED light or the combination of LED lights forming the efficient exterior LED lighting shall as a minimum provide the CO_2 reduction specified in Article 9(1) of Regulation (EU) No 725/2011.

2. An application for the certification of the savings from one or several efficient exterior LED lighting shall be accompanied by an independent verification report certifying that that or those LED lighting complies with the conditions set out in paragraph 1.

3. The type approval authority shall reject the application for certification if it finds that one or several exterior LED lighting do not comply with the conditions set out in paragraph 1.

Article 3

Certification of CO_2 savings

1. The reduction in CO_2 emissions from the use of efficient exterior LED lighting referred to in Article 2(1) shall be determined using the methodology set out in the Annex.

2. Where a manufacturer applies for the certification of the CO_2 savings from more than one efficient exterior LED lighting referred to in Article 2(1) in relation to one vehicle version, the type approval authority shall determine which of the efficient exterior LED lighting tested delivers the lowest CO_2 savings, and record the lowest value in the relevant type approval documentation. That value shall be indicated in the certificate of conformity in accordance with Article 11(2) of Implementing Regulation (EU) No 725/2011.

Article 4

Eco-innovation code

The eco-innovation code No 19 shall be entered into the type approval documentation where reference is made to this Decision in accordance with Article 11(1) of Implementing Regulation (EU) No 725/2011.

Article 5

Entry into force

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, 14 April 2016.

For the Commission
The President
Jean-Claude JUNCKER

ANNEX

METHODOLOGY TO DETERMINE THE CO_2 SAVINGS OF EXTERIOR VEHICLE LIGHTING USING LIGHT EMITTING DIODES (LED).

1. INTRODUCTION

In order to determine the CO_2 emission reductions that can be attributed to a package of efficient exterior LED lights consisting of an appropriate combination of vehicle lights referred to in Article 2 for the use in an M_1 vehicle, it is necessary to establish the following:

(1) testing conditions;

(2) test equipment;

(3) determination of the power savings;

(4) calculation of the CO_2 savings;

(5) calculation of the statistical error.

2. SYMBOLS, PARAMETERS AND UNITS

Latin symbols

C_{CO_2} — CO_2 savings [g CO_2/km]

CO_2 — Carbon dioxide

CF — Conversion factor (l/100 km) — (g CO_2/km) [gCO_2/l] as defined in Table 3

m — Number of efficient exterior LED lights composing the package

n — Number of measurements of the sample

P — Power consumption of the vehicle light [W]

$S_{P_{EI}}$ — Standard deviation of the LED light power consumption [W]

$S_{\overline{P_{EI}}}$ — Standard deviation of the LED light power consumption mean [W]

$S_{C_{CO_2}}$ — Standard deviation of the total CO_2 savings [g CO_2/km]

UF — Usage factor [-] as defined in Table 4

v — Mean driving speed of the New European Driving Cycle (NEDC) [km/h]

V_{Pe} — Consumption of effective power [l/kWh] as defined in Table 2

$\frac{\partial C_{CO_2}}{\partial P_{EI}}$ — Sensitivity of calculated CO_2 savings related to the LED light power consumption

Greek symbols

Δ — Difference

η_A — Alternator efficiency [%]

Subscripts

Index (i) refers to vehicle lights

Index (j) refers to measurement of the sample

EI — Eco-innovative

RW — Real-world conditions

TA — Type approval conditions

B — Baseline

3. TESTING CONDITIONS

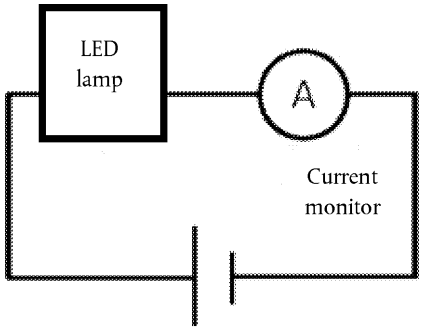
The testing conditions shall fulfil the requirements of Regulation UN/ECE No 112 ([1]) on Uniform provisions concerning the approval of motor vehicle headlamps emitting an asymmetrical passing beam or a driving beam or both and equipped with filament lamps and/or light-emitting diode (LED) modules. The power consumption shall be determined in accordance with point 6.1.4 of Regulation UN/ECE No 112 and points 3.2.1 and 3.2.2 of Annex 10 to that Regulation.

4. TEST EQUIPMENT

The following equipment is to be used, as shown in the figure:

— a power supply unit (i.e. variable voltage supplier);

— two digital multimeters, one for measuring the DC-current, and the other for measuring the DC-voltage. In the figure, a possible test set-up is shown, when the DC-voltage meter is integrated in the power supply unit.



Test set-up

5. MEASUREMENTS AND DETERMINATION OF THE POWER SAVINGS

For each efficient exterior LED light included in the package the measurement of the current shall be performed as shown in the figure at a voltage of 13,2 V. LED module(s) operated by an electronic light source control gear, shall be measured as specified by the applicant.

The manufacturer may request that other measurements of the current shall be done at other additional voltages. In that case, the manufacturer must hand over verified documentation on the necessity to perform these other measurements to the type-approval authority. The measurements of the currents at each of those additional voltages are to be performed consecutively at least five (5) times. The exact installed voltages and the measured current is to be recorded in four decimals.

([1]) E/ECE/324/Rev.2/Add.111/Rev.3 — E/ECE/TRANS/505/Rev.2/Add.111/Rev.3, 9 January 2013

The power consumption has to be determined by multiplying the installed voltage with the measured current. The average of the power consumption for each efficient exterior LED light ($\overline{P_{EL_i}}$) has to be calculated. Each value must be expressed in 4 decimals. When a stepper motor or electronic controller is used for the supply of the electricity to the LED lamps, then the electric load of this component part is to be excluded from the measurement.

The resulting power savings of each efficient exterior LED light (ΔP_i) are to be calculated with the following formula:

Formula 1

$$\Delta P_i = P_{B_i} - \overline{P_{EL_i}}$$

where the power consumption of the corresponding baseline vehicle light is defined by Table 1.

Table 1

Power requirements for different baseline vehicle lights

Vehicle light	Total electric power (P_B) [W]
Low beam headlamp	137
High beam headlamp	150
Front position	12
License plate	12
Front fog lamp	124
Rear fog lamp	26
Front turn signal lamp	13
Rear turn signal lamp	13
Reversing lamp	52

6. CALCULATION OF THE CO_2 SAVINGS

The total CO_2 savings of the lighting package are to be calculated by Formula 2.

Formula 2

$$C_{CO_2} = \left(\sum_{i=1}^{m} \Delta P_i \cdot UF_i\right) \cdot \frac{V_{PE} \cdot CF}{\eta_A \cdot v}$$

where

v: Mean driving speed of the NEDC [km/h], which is 33,58 km/h

η_A: Alternator efficiency [%], which is 67 %

V_{Pe}: Consumption of effective power [l/kWh] as defined in Table 2

Table 2

Consumption of effective power

Type of engine	Consumption of effective power (V_{Pe}) [l/kWh]
Petrol	0,264
Petrol Turbo	0,280
Diesel	0,220

CF: Conversion factor (l/100 km) – (g CO_2/km) [gCO_2/l] as defined in Table 3

Table 3

Fuel conversion factor

Type of fuel	Conversion factor (l/100 km) – (g CO_2/km) (CF) [gCO_2/l]
Petrol	2 330
Diesel	2 640

UF: Usage factor of the vehicle light [-] as defined in Table 4

Table 4

Usage factor for different vehicle lights

Vehicle light	Usage factor (UF) [-]
Low beam headlamp	0,33
High beam headlamp	0,03
Front position	0,36
License plate	0,36
Front fog lamp	0,01
Rear fog lamp	0,01
Front turn signal lamp	0,15
Rear turn signal lamp	0,15
Reversing lamp	0,01

7. CALCULATION OF THE STATISTICAL ERROR

The statistical errors in the outcomes of the testing methodology caused by the measurements are to be quantified. For each efficient exterior LED light included in the package the standard deviation is calculated as defined by Formula 3.

Formula 3

$$S_{\overline{P_{EI_i}}} = \frac{S_{P_{EI_i}}}{\sqrt{n}} = \sqrt{\frac{\sum_{j=1}^{n} \left(P_{EI_{ij}} - \overline{P_{EI_i}}\right)^2}{n(n-1)}}$$

where:

n: Number of measurements of the sample, which is at least 5

The standard deviation of the power consumption of each efficient exterior LED light ($S_{\overline{P_{EI_i}}}$) leads to an error in the CO_2 savings ($S_{C_{CO_2}}$). This error is to be calculated by means of Formula 4

Formula 4

$$s_{C_{CO_2}} = \sqrt{\sum_{i=1}^{m} \left(\frac{\partial C_{CO_2}}{\partial P_{EI_i}} \cdot s_{\overline{P_{EI_i}}}\right)^2} = \sqrt{\sum_{i=1}^{m} \left(UF_i \cdot s_{\overline{P_{EI_i}}}\right)^2} \cdot \frac{V_{Pe} \cdot CF}{\eta_A \cdot v}$$

8. STATISTICAL SIGNIFICANCE

It has to be demonstrated for each type, variant and version of a vehicle fitted with the combination of the efficient exterior LED lights that the error in the CO_2 savings calculated with Formula 4 is not greater than the difference between the total CO_2 savings and the minimum savings threshold specified in Article 9(1) of Implementing Regulation (EU) No 725/2011 (see Formula 5).

Formula 5

$$MT \leq C_{CO_2} - S_{C_{CO_2}}$$

where:

MT: Minimum threshold [gCO_2/km], which is 1 gCO_2/km

Where the total CO_2 emission savings of the of the package of the efficient exterior LED lights, as a result of the calculation using Formula 5, are below the threshold specified in Article 9(1) of Implementing Regulation (EU) No 725/2011, the second subparagraph of Article 11(2) of that Regulation shall apply.

COMMISSION IMPLEMENTING DECISION (EU) 2016/588

of 14 April 2016

on the approval of the technology used in 12 Volt efficient alternators as an innovative technology for reducing CO_2 emissions from passenger cars pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council

(Text with EEA relevance)

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 emissions performance standards for new passenger cars as part of the Community's integrated approach to reduce CO_2 emissions from light-duty vehicles ([1]), and in particular Article 12(4) thereof,

Whereas:

(1) The application submitted by the supplier Valeo Equipments Electriques Moteur on 3 November 2015 for the approval of the Valeo high efficient alternator with high efficiency diodes, and the application submitted by the supplier Robert Bosch GmbH on 10 June 2015 for the approval of the Bosch efficient alternator with MOS gated diodes (MGD) have been assessed in accordance with Article 12 of Regulation (EC) No 443/2009, Commission Implementing Regulation (EU) No 725/2011 ([2]) and the Technical Guidelines for the preparation of applications for the approval of innovative technologies pursuant to Regulation (EC) No 443/2009.

(2) The information provided in the Valeo and Bosch applications demonstrates that the conditions and the criteria referred to in Article 12 of Regulation (EC) No 443/2009 and in Articles 2 and 4 of Implementing Regulation (EU) No 725/2011 have been met. As a consequence, the Valeo and Bosch efficient alternators should be approved as innovative technologies.

(3) By Implementing Decisions 2013/341/EU ([3]), 2014/465/EU ([4]), (EU) 2015/158 ([5]), (EU) 2015/295 ([6]) and (EU) 2015/2280 ([7]) the Commission has approved six applications concerning technologies that contribute to improving the efficiency of alternators. Based on the experience gained from the assessment of those applications as well as the Valeo and Bosch applications, it has been satisfactorily and conclusively demonstrated that a 12 Volt (12 V) alternator with a minimum efficiency ranging from 73,4 % to 74,2 %, depending on the powertrain, and a mass not exceeding the mass of the baseline alternator by more than maximum 3 kg meets the eligibility criteria referred to in Article 12 of Regulation (EC) No 443/2009 and Implementing Regulation (EU) No 725/2011 and provides a reduction in CO_2 emissions of at least 1 g CO_2/km compared to a baseline alternator with an efficiency of 67 %.

([1]) OJ L 140, 5.6.2009, p. 1.

([2]) Commission Implementing Regulation (EU) No 725/2011 of 25 July 2011 establishing a procedure for the approval and certification of innovative technologies for reducing CO_2 emissions from passenger cars pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council (OJ L 194, 26.7.2011, p. 19).

([3]) Commission Implementing Decision 2013/341/EU of 27 June 2013 on the approval of the Valeo Efficient Generation Alternator as an innovative technology for reducing CO_2 emissions from passenger cars pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council (OJ L 179, 29.6.2013, p. 98).

([4]) Commission Implementing Decision 2014/465/EU of 16 July 2014 on the approval of the DENSO efficient alternator as an innovative technology for reducing CO_2 emissions from passenger cars pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council and amending Commission Implementing Decision 2013/341/EU (OJ L 210, 17.7.2014, p. 17).

([5]) Commission Implementing Decision (EU) 2015/158 of 30 January 2015 on the approval of two Robert Bosch GmbH high efficient alternators as the innovative technologies for reducing CO_2 emissions from passenger cars pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council (OJ L 26, 31.1.2015, p. 31).

([6]) Commission Implementing Decision (EU) 2015/295 of 24 February 2015 on the approval of the MELCO GXi efficient alternator as an innovative technology for reducing CO_2 emissions from passenger cars pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council (OJ L 53, 25.2.2015, p. 11).

([7]) Commission Implementing Decision (EU) 2015/2280 of 7 December 2015 on the approval of the DENSO efficient alternator as an innovative technology for reducing CO_2 emissions from passenger cars pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council (OJ L 322, 8.12.2015, p. 64).

(4) It is therefore appropriate to provide manufacturers with the possibility to certify the CO_2 savings from 12 V efficient alternators that meet those conditions. In order to ensure that only alternators that are compliant with those conditions are proposed for certification, the manufacturer should provide a verification report from an independent verification body confirming the compliance together with the application for certification submitted to the type approval authority.

(5) If the type approval authority finds that the 12 V alternator does not satisfy the conditions for certification, the application for certification of the savings should be rejected.

(6) It is appropriate to approve the testing methodology for determining the CO_2 savings from 12 V efficient alternators.

(7) In order to determine the CO_2 savings from a 12 V efficient alternator, it is necessary to establish the baseline technology against which the efficiency of the alternator should be assessed. On the basis of the experience gained, it is appropriate to consider a 12 V alternator with 67 % efficiency as a baseline technology.

(8) The savings from a 12 V efficient alternator may be partially demonstrated on the test referred to in Annex XII to Commission Regulation (EC) No 692/2008 ([1]). It is therefore necessary to ensure that this partial coverage is taken into account in the testing methodology for CO_2 savings from 12 V efficient alternators.

(9) In order to facilitate a wider deployment of 12 V efficient alternators in new vehicles, a manufacturer should also have the possibility to apply for the certification of the CO_2 savings from several 12 V efficient alternators by a single certification application. It is however appropriate to ensure that where this possibility is used a mechanism is applied that incentivises the deployment of only those alternators that offer the highest efficiency.

(10) For the purposes of determining the general eco-innovation code to be used in the relevant type approval documents in accordance with Annexes I, VIII and IX to Directive 2007/46/EC of the European Parliament and of the Council ([2]), the individual code to be used for the innovative technology for 12 V efficient alternators should be specified,

HAS ADOPTED THIS DECISION:

Article 1

Approval

The technology used in the Valeo high efficient alternator with high efficiency diodes and in the Bosch efficient alternator with MOS gated diodes is approved as an innovative technology within the meaning of Article 12 of Regulation (EC) No 443/2009.

Article 2

Application for certification of CO_2 savings

1. The manufacturer may apply for certification of the CO_2 savings from one or several 12 Volt (V) efficient alternators intended for use in M_1 vehicles, provided that it complies with the following conditions:

(a) it is a component used solely to charge the vehicle battery and to power the electrical system of the vehicle when its combustion engine is running;

(b) the mass of the efficient alternator does not exceed the mass of the baseline alternator of 7 kg by more than 3 kg;

([1]) 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).

([2]) 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) (OJ L 263, 9.10.2007, p. 1).

(c) its efficiency is at least:

(i) 73,8 % for petrol-fuelled vehicles;

(ii) 73,4 % for petrol turbo-fuelled vehicles;

(iii) 74,2 % for diesel-fuelled vehicles.

2. An application for the certification of the savings from one or several efficient alternators shall be accompanied by an independent verification report certifying that the alternator or alternators comply with the conditions set out in paragraph 1.

3. The type approval authority shall reject the application for certification if it finds that the alternator or alternators do not comply with the conditions set out in paragraph 1.

Article 3

Certification of CO_2 savings

1. The reduction in CO_2 emissions from the use of an efficient alternator referred to in Article 2(1) shall be determined using the methodology set out in the Annex.

2. Where a manufacturer applies for the certification of the CO_2 savings from more than one efficient alternator referred to in Article 2(1) in relation to one vehicle version, the type approval authority shall determine which of the alternators tested delivers the lowest CO_2 savings, and record the lowest value in the relevant type approval documentation. That value shall be indicated in the certificate of conformity in accordance with Article 11(2) of Implementing Regulation (EU) No 725/2011.

Article 4

Eco-innovation code

The eco-innovation code No 17 shall be entered into the type approval documentation where reference is made to this Decision in accordance with Article 11(1) of Implementing Regulation (EU) No 725/2011.

Article 5

Entry into force

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, 14 April 2016.

For the Commission
The President
Jean-Claude JUNCKER

ANNEX

METHODOLOGY TO DETERMINE THE CO_2 SAVINGS OF A 12 V EFFICIENT ALTERNATOR

1. INTRODUCTION

In order to determine the CO_2 savings that can be attributed to the use of an efficient alternator in an M_1 vehicle, it is necessary to specify the following:

(1) the testing conditions;

(2) the test equipment;

(3) the determination of the efficiency of the efficient alternator and the baseline alternator;

(4) the calculation of the CO_2 savings;

(5) the calculation of the statistical error.

Symbols, parameters and units

Latin symbols

C_{CO_2} — CO_2 savings [g CO_2/km]

CO_2 — Carbon dioxide

CF — Conversion factor (l/100 km) — (g CO_2/km) [g CO_2/l] as defined in Table 3

h — Frequency as defined in Table 1

I — Current intensity at which the measurement shall be carried out [A]

m — Number of measurements of the sample

M — Torque [Nm]

n — Rotational frequency [min^{-1}] as defined in Table 1

P — Power [W]

$s_{\eta_{EI}}$ — Standard deviation of the eco-innovative alternator efficiency [%]

$s_{\overline{\eta_{EI}}}$ — Standard deviation of the eco-innovative alternator efficiency mean [%]

$s_{C_{CO_2}}$ — Standard deviation of the total CO_2 savings [g CO_2/km]

U — Test voltage at which the measurement shall be carried out [V]

v — Mean driving speed of the New European Driving Cycle (NEDC) [km/h]

V_{Pe} — Consumption of effective power [l/kWh] as defined in Table 2

$\frac{\partial C_{CO_2}}{\partial \eta_{EI}}$ — Sensitivity of calculated CO_2 savings related to the efficiency of the eco-innovative alternator

Greek symbols

Δ — Difference

η — Baseline alternator efficiency [%]

η_{EI} — Efficient alternator efficiency [%]

$\overline{\eta_{EI_i}}$ — Mean of the eco-innovative alternator efficiency at operating point i [%]

Subscripts

Index (i) refers to operating point

Index (j) refers to measurement of the sample

EI — Eco-innovative

m — Mechanical

RW — Real-world conditions

TA — Type approval conditions

B — Baseline

2. TEST CONDITIONS

The testing conditions shall fulfil the requirements specified in ISO 8854:2012 ([1]).

Test equipment

The test equipment shall be in accordance with the specifications set out in ISO 8854:2012.

3. MEASUREMENTS AND DETERMINATION OF THE EFFICIENCY

The efficiency of the efficient alternator shall be determined in accordance with ISO 8854:2012, with the exception of the elements specified in the present paragraph.

The measurements shall be conducted at different operating points i, as defined in Table 1. The alternator current intensity is defined as half of the rated current for all operating points. For each speed the voltage and the output current of the alternator are to be kept constant, the voltage at 14,3 V.

Table 1

Operating points

Operating point i	Holding time [s]	Rotational frequency n_i [min^{-1}]	Frequency h_i
1	1 200	1 800	0,25
2	1 200	3 000	0,40
3	600	6 000	0,25
4	300	10 000	0,10

The efficiency shall be calculated in accordance with to Formula 1.

Formula 1

$$\eta_{EI_i} = \frac{60 \cdot U_i \cdot I_i}{2\pi \cdot M_i \cdot n_i} \cdot 100$$

All efficiency measurements are to be performed consecutively at least five (5) times. The average of the measurements at each operating point ($\overline{\eta_{EI_i}}$) has to be calculated.

([1]) ISO 8854:2012 Road vehicles — Alternators with regulators — Test methods and general requirements. Reference number ISO 8854:2012, published on 1 June 2012.

The efficiency of the eco-innovative alternator (η_{EI}) shall be calculated in accordance with Formula 2.

Formula 2

$$\eta_{EI} = \sum_{i=1}^{4} h_i \cdot \overline{\eta_{EI_i}}$$

The efficient alternator leads to saved mechanical power under real-world conditions (ΔP_{mRW}) and type approval conditions (ΔP_{mTA}) as defined in Formula 3.

Formula 3

$$\Delta P_m = \Delta P_{mRW} - \Delta P_{mTA}$$

Where the saved mechanical power under real-world conditions (ΔP_{mRW}) is calculated in accordance with Formula 4 and the saved mechanical power under type-approval conditions (ΔP_{mTA}) in accordance with Formula 5.

Formula 4

$$\Delta P_{mRW} = \frac{P_{RW}}{\eta_B} - \frac{P_{RW}}{\eta_{EI}}$$

Formula 5

$$\Delta P_{mTA} = \frac{P_{TA}}{\eta_B} - \frac{P_{TA}}{\eta_{EI}}$$

where

P_{RW}: Power requirement under 'real-world' conditions [W], which is 750 W

P_{TA}: Power requirement under type-approval conditions [W], which is 350 W

η_B: Efficiency of the baseline alternator [%], which is 67 %

Calculation of the CO_2 savings

The CO_2 savings of the efficient alternator are to be calculated with the following formula.

Formula 6

$$C_{CO_2} = \Delta P_m \cdot \frac{V_{Pe} \cdot CF}{v}$$

where

v: Mean driving speed of the NEDC [km/h], which is 33,58 km/h

V_{Pe}: Is the consumption of effective power specified in the following Table 2

Table 2

Consumption of effective power

Type of engine	Consumption of effective power (V_{Pe}) [l/kWh]
Petrol	0,264
Petrol Turbo	0,280
Diesel	0,220

CF: Is the factor specified in the following Table 3

Table 3

Fuel conversion factor

Type of fuel	Conversion factor (l/100 km) — (g CO_2/km) (CF) [g CO_2/l]
Petrol	2 330
Diesel	2 640

Calculation of the statistical error

The statistical errors in the results of the testing methodology caused by the measurements are to be quantified. For each operating point the standard deviation is calculated as defined by the following formula:

Formula 7

$$s_{\overline{\eta_{EI_i}}} = \frac{s_{\eta_{EI_i}}}{\sqrt{m}} = \sqrt{\frac{\sum_{j=1}^{m} \left(\eta_{EI_{i_j}} - \overline{\eta_{EI_i}}\right)^2}{m(m-1)}}$$

The standard deviation of the efficiency value of the efficient alternator ($s_{\eta_{EI}}$) is calculated in accordance with formula 8:

Formula 8

$$s_{\eta_{EI}} = \sqrt{\sum_{i=1}^{4} h_i \cdot s_{\overline{\eta_{EI_i}}}^2}$$

The standard deviation of the alternator efficiency ($s_{\eta_{EI}}$) leads to an error in the CO_2 savings ($s_{C_{CO_2}}$). That error is calculated in accordance with formula 9:

Formula 9

$$s_{C_{CO_2}} = \sqrt{\left(\frac{\partial C_{CO_2}}{\partial \eta_{EI}} \cdot s_{\eta_{EI}}\right)^2} = \frac{(P_{RW} - P_{TA})}{\eta_{EI}^2} \cdot \frac{V_{Pe} \cdot CF}{v} \cdot s_{\eta_{EI}}$$

Statistical Significance

It has to be demonstrated for each type, variant and version of a vehicle fitted with the efficient alternator that the error in the CO_2 savings calculated in accordance with Formula 9 is not greater than the difference between the total CO_2 savings and the minimum savings threshold specified in Article 9(1) of Implementing Regulation (EU) No 725/2011 (see Formula 10).

Formula 10

$$MT \leq C_{CO_2} - s_{C_{CO_2}}$$

where:

MT: Minimum threshold [g CO_2/km], which is 1 g CO_2/km

Test and evaluation Report

The report shall include:

— Model and mass of the tested alternators

— Description of the bench

— Test results (measured values)

— Calculated results and corresponding formulae

The efficient alternator to be fitted in vehicles

The type approval authority is to certify the CO_2 savings based on measurements of the efficient alternator and the baseline alternator using the test methodology set out in this Annex. Where the CO_2 emission savings are below the threshold specified in Article 9(1), the second subparagraph of Article 11(2) of Implementing Regulation (EU) No 725/2011 shall apply.

CORRIGENDA

Corrigendum to Commission Delegated Regulation (EU) 2016/341 of 17 December 2015 supplementing Regulation (EU) No 952/2013 of the European Parliament and of the Council as regards transitional rules for certain provisions of the Union Customs Code where the relevant electronic systems are not yet operational and amending Delegated Regulation (EU) 2015/2446

(Official Journal of the European Union L 69 of 15 March 2016)

On page 39, Annexes 2, 3, 4 and 5 are replaced as follows:

ANNEX 2

EUROPEAN UNION **APPLICATION FOR BINDING TARIFF INFORMATION (BTI)**

1. Applicant (full name and address) Telephone number: Fax number: Customs ID/EORI No:	**For Official use** Registration Number: Place of Receipt: Date of Receipt: Year ☐☐☐☐ Month ☐☐ Day ☐☐ BTI Application language: Images to be scanned: Yes ☐ # … No ☐ Date of issue: Year ☐☐☐☐ Month ☐☐ Day ☐☐ Issuing officer: ..... All Samples returned: ☐
2. Holder (full name and address) (Confidential) Telephone number: Fax number: Customs ID/EORI No:	**Important note** By signing the declaration, the applicant accepts responsibility for the accuracy and completeness of the particulars given on this form and on any continuation sheet(s) lodged with it. The applicant accepts that this information and any photograph(s), sketch(es), brochure(s) etc. can be stored on a database of the European Commission and that the data, including any photograph(s), sketch(es), brochure(s) etc., submitted with the application or obtained (or obtainable) by the administration, and which have not been marked in boxes 2 and 9 of the application as being confidential can be disclosed to the public via the internet.
3. Agent or Representative (full name and address) Telephone number: Fax number: Customs ID/EORI No:	**4. Reissue of a BTI** If you are applying for the reissue of a BTI, please complete this box. BTI Reference Number: Valid from: Year ☐☐☐☐ Month ☐☐ Day ☐☐ Nomenclature Code: .....
5. Customs Nomenclature Please indicate in which nomenclature the goods are to be classified: ☐ Harmonized System (HS) ☐ Combined Nomenclature (CN) ☐ TARIC ☐ Refund nomenclature ☐ Other (Specify):	**6. Type of transaction** Does this application relate to an import or export actually envisaged? Yes ☐ No ☐ **7. Classification envisaged** Please indicate where in your view the goods are classified. Nomenclature Code: .....
8. Description of goods Include where necessary the precise composition of the goods, the method of analysis used, the type of manufacturing process undergone, the value including the components, the use of the goods, the usual trade name and where appropriate, the packaging for retail sale in the case of sets of goods (*Please use a separate sheet if more space is required*).	

9. Commercial denomination and additional information (*) (Confidential)

10. Samples etc.

Please indicate which if any of the following are enclosed with your application.

Description

☐ Brochures

☐ Photographs

☐ Samples

☐ Other

Do you wish your samples to be returned?

Yes ☐ No ☐

Special costs incurred by the Customs authorities as a result of analysis, expert reports or the return of samples, may be charged to the applicant.

11. Other BTI Applications (*) **and other BTI held** (*)

Please indicate if you have applied for, or been issued with BTI for identical or similar goods at other Customs offices or in other Member States.

Yes ☐ No ☐

If yes, please give details and enclose a photocopy of the BTI:

Country of Application:	Country of Application:
Place of Application:	Place of Application:
Date of Application:	Date of Application:
Year ☐☐☐☐ Month ☐☐ Day ☐☐	Year ☐☐☐☐ Month ☐☐ Day ☐☐
BTI Reference:	BTI Reference:
Date of Start of Validity:	Date of Start of Validity:
Year ☐☐☐☐ Month ☐☐ Day ☐☐	Year ☐☐☐☐ Month ☐☐ Day ☐☐
Nomenclature Code:	Nomenclature Code:

12. BTI issued to other Holders (*)

Please indicate if you are aware of BTI for identical or similar products already issued to other holders.

Yes ☐ No ☐

If yes, please give details:

Issuing country:	Issuing country:
BTI Reference:	BTI Reference:
Date of Start of Validity:	Date of Start of Validity:
Year ☐☐☐☐ Month ☐☐ Day ☐☐	Year ☐☐☐☐ Month ☐☐ Day ☐☐
Nomenclature Code:	Nomenclature Code:

13. Date and Signature

Your reference:

Date:

Year ☐☐☐☐ Month ☐☐ Day ☐☐

Signature:

For Official Use:

(*) *Please use a separate sheet of paper if more space is required.*

ANNEX 3

EUROPEAN UNION — BINDING TARIFF INFORMATION DECISION **BTI**

1	**1. Competent customs authority**	**2. BTI reference**
COPY FOR HOLDER	**3. Holder (name and address)** confidential	**4. Date of start of validity**
	Important notice Without prejudice to the provisions of Article 34(4) and (5) of Regulation (EC) No 952/2013 of the European Parliament and the Council this BTI remains valid for 3 years as from the date of start of validity. The information supplied will be stored on a database of the European Commission for the purpose of the application of Commission Implementing Regulation (EU) 2015/2447 and the data of the BTI, including any photograph(s), image(s), brochure(s) etc., but with the exception of the information contained in boxes 3 and 8, may be disclosed to the public via the internet.	**5. Data and reference of the application** **6. Classification of the goods in the customs nomenclature**
1	The holder shall have the right to appeal against this BTI.	
	7. Description of goods	
	8. Commercial denomination and additional information confidential	
	9. Justification of the classification of the goods	
	10. This BTI decision has been issued on the basis of the following material provided by the applicant Description ☐ Brochures ☐ Photos ☐ Samples ☐ Other ☐ Place: Signature Date: Stamp	

EUROPEAN UNION — BINDING TARIFF INFORMATION DECISION **BTI**

2

1. Competent customs authority

2. BTI reference

COPY FOR COMMISSION

3. Holder (name and address) confidential

4. Date of start of validity

Important notice

Without prejudice to the provisions of Article 34(4) and (5) of Regulation (EC) No 952/2013 of the European Parliament and the Council this BTI remains valid for 3 years as from the date of start of validity.

The information supplied will be stored on a database of the European Commission for the purpose of the application of Commission Implementing Regulation (EU) 2015/2447 and the data of the BTI, including any photograph(s), image(s), brochure(s) etc., but with the exception of the information contained in boxes 3 and 8, may be disclosed to the public via the internet.

5. Data and reference of the application

6. Classification of the goods in the customs nomenclature

The holder shall have the right to appeal against this BTI.

2

7. Description of goods

8. Commercial denomination and additional information confidential

9. Justification of the classification of the goods

10. This BTI decision has been issued on the basis of the following material provided by the applicant

Description ☐ Brochures ☐ Photos ☐ Samples ☐ Other ☐

Place: Signature

Date: Stamp

EUROPEAN UNION — BINDING TARIFF INFORMATION DECISION **BTI**

3

1. Competent customs authority

2. BTI reference

COPY FOR MEMBER STATE

3. Holder (name and address) confidential

4. Date of start of validity

Important notice

Without prejudice to the provisions of Article 34(4) and (5) of Regulation (EC) No 952/2013 of the European Parliament and the Council this BTI remains valid for 3 years as from the date of start of validity.

The information supplied will be stored on a database of the European Commission for the purpose of the application of Commission Implementing Regulation (EU) 2015/2447 and the data of the BTI, including any photograph(s), image(s), brochure(s) etc., but with the exception of the information contained in boxes 3 and 8, may be disclosed to the public via the internet.

5. Data and reference of the application

6. Classification of the goods in the customs nomenclature

3

The holder shall have the right to appeal against this BTI.

7. Description of goods

8. Commercial denomination and additional information confidential

9. Justification of the classification of the goods

10. This BTI decision has been issued on the basis of the following material provided by the applicant

Description ☐ Brochures ☐ Photos ☐ Samples ☐ Other ☐

Place: Signature

Date: Stamp

EUROPEAN UNION — BINDING TARIFF INFORMATION DECISION **BTI**

4

COPY FOR COMMISSION

4

11. Competent customs authority to be contacted for additional information

(name, full address, telephone, telefax)

12. BTI reference

13. Language

bg	☐	fi	☐	nl	☐
cs	☐	fr	☐	pl	☐
da	☐	hr	☐	pt	☐
de	☐	hu	☐	ro	☐
el	☐	it	☐	sk	☐
en	☐	lt	☐	sl	☐
es	☐	lv	☐	sv	☐
et	☐	mt	☐		

14. Keywords:

EUROPEAN UNION – BINDING TARIFF INFORMATION DECISION **BTI**

5	11. Competent customs authority to be contacted for additional information (name, full address, telephone, telefax)	12. BTI reference
COPY FOR MEMBER STATE		13. Language bg ☐ fi ☐ nl ☐ cs ☐ fr ☐ pl ☐ da ☐ hr ☐ pt ☐ de ☐ hu ☐ ro ☐ el ☐ it ☐ sk ☐ en ☐ lt ☐ sl ☐ es ☐ lv ☐ sv ☐ et ☐ mt ☐
5		
	14. Keywords:	

ANNEX 4

EUROPEAN UNION **APPLICATION FOR BINDING TARIFF INFORMATION (BTI) DECISION**

1. Applicant (mandatory)

Name: (confidential)
Street and number:
Country: ☐☐☐☐☐☐☐☐☐☐☐☐
Postcode: ☐☐☐☐☐☐☐☐
City:

Applicant identification:
EORI No:
☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

For official use
Registration Number:
☐☐ ☐☐☐☐☐ ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

National reference number (if any):
Place of receipt:
Date of receipt:
Year ☐☐☐☐ Month ☐☐ Day ☐☐

Status of the application: ☐☐☐

2. Place where main accounts for customs purposes are held or accessible
(if different from above)

Street and number:
Country: ☐☐☐☐☐☐☐☐☐☐☐☐
Postcode: ☐☐☐☐☐☐☐☐
City:

6. Type of transaction (mandatory)

Please indicate whether you intend to use the BTI decision resulting from this application for one of the following customs procedures:

Release for free circulation Yes ☐ No ☐
Special procedures Yes ☐ No ☐
(Specify) .....
Export Yes ☐ No ☐

3. Customs representative (if any)

Name:
Street and number:
Country: ☐☐☐☐☐☐☐☐☐☐☐☐
Postcode: ☐☐☐☐☐☐☐☐
City:

Representative identification:
EORI No:
☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

7. Customs Nomenclature (mandatory)

Please indicate in which nomenclature the goods are to be classified:

☐ Combined Nomenclature (CN)
☐ TARIC
☐ Refund nomenclature
☐ Other (Specify): .....

4. Contact person responsible for the application
(mandatory)

Name:
Telephone Number:
Fax Number:
E-mail address:

8. Commodity code

Indicate the customs nomenclature code under which the applicant expects the goods to be classified.

5. Reissue of a BTI decision (mandatory)

Indicate whether the application concerns the reissue of a BTI decision.

Yes ☐ No ☐

If yes, provide the relevant details.

BTI Decision Reference number: .....
Valid from:
Year ☐☐☐☐ Month ☐☐ Day ☐☐
Commodity Code: .....

9. Description of goods (mandatory)

Detailed description of the goods permitting their identification and the determination of their classification in the customs nomenclature. This should also include details of the composition of the goods and any methods of examination used for its determination where the classification depends on it. Any details which the applicant considers to be confidential should be entered in 8. Commercial denomination and additional information.

10. **Commercial denomination and additional information** (*) (confidential)

Indicate any particulars which the applicant wishes to be treated as confidential, including the trademark and model number of the goods.

11. Samples etc.

Indicate whether any samples, photographs, brochures or other documents available which may assist the customs authorities in determining the correct classification of the customs nomenclature, are attached as annexes.

Samples ☐ Photographs ☐ Brochures ☐ Other ☐

Do you wish your samples to be returned?

Yes ☐ No ☐

Special costs incurred by the Customs authorities as a result of analysis, expert reports or the return of samples, may be charged to the applicant.

12. Other BTI Applications and other BTI held

Please indicate if you have applied for, or been issued with, BTIs for identical or similar goods at other Customs offices or in other Member States.

Yes ☐ No ☐

If yes, please give details:

Country of Application: ☐☐	Country of Application: ☐☐
Place of Application:	Place of Application:
Date of Application:	Date of Application:
Year ☐☐☐☐ Month ☐☐ Day ☐☐	Year ☐☐☐☐ Month ☐☐ Day ☐☐
BTI Decision Reference number:	BTI Decision Reference Number:
Start date of the decision:	Start date of the decision:
Year ☐☐☐☐ Month ☐☐ Day ☐☐	Year ☐☐☐☐ Month ☐☐ Day ☐☐
Commodity Code:	Commodity Code:

13. BTI decisions issued to other Holders (mandatory)

Please indicate if you are aware of BTIs for identical or similar goods already issues to other holders.

Yes ☐ No ☐

If yes, please give details:

BTI Decision Reference number:	BTI Decision Reference number:
Start date of the decision:	Start date of the decision:
Year ☐☐☐☐ Month ☐☐ Day ☐☐	Year ☐☐☐☐ Month ☐☐ Day ☐☐
Commodity Code:	Commodity Code:

14. Are you aware of any legal or administrative proceedings concerning tariff classification pending within the EU, or a court ruling on tariff classification already handed down within the EU, relating to the goods described in boxes 9 and 10? (mandatory)

Yes ☐ No ☐

If yes, please give details:

Country: ☐☐

Name of the court:

Address of the court:

Reference number of the case:

15. Date and Authentication (mandatory)

Date:

Year ☐☐☐☐ Month ☐☐ Day ☐☐

Signature:

Important note

By authenticating this application, the applicant accepts responsibility for the accuracy and completeness of the data contained in it, as well as for any additional information provided with it. The applicant accepts that these data and any photograph(s), image(s), brochure(s), etc. can be stored on a database of the European Commission and that the data, including any photograph(s), image(s), brochure(s), etc., submitted with this application or obtained (or obtainable) by the administration, and which have not been marked under data elements No 1, 2 and 8 of this application as being confidential shall be disclosed to the public via the internet.

16. Additional information

ANNEX 5

EUROPEAN UNION — BINDING TARIFF INFORMATION DECISION **BTI**

1. Decision taking customs authority

2. BTI decision reference number

3. Holder (confidential)

Name:

Street and number:

Country:

Postcode:

City:

Applicant identification:

EORI No:

4. Period of validity

	year	month	day
Start date of the decision:			
Date of expiry of the decision:			
End date of extended use:			

Quantity:

Invalidation reason:

Important note

Without prejudice to the provisions of Article 34(4) and (5) of Regulation (EC) No 952/2013 of the European Parliament and the Council this BTI remains valid for 3 years as from the date of start of validity.

The information supplied will be stored on a database of the European Commission for the purpose of the application of Commission implementing Regulation (EU) 2015/2447 and the data of the BTI, including any photograph(s), image(s), brochure(s) etc., but with the exception of the information contained in boxes 3 and 8, shall be disclosed to the public via the internet.

The holder shall have the right to appeal against this BTI.

5. Date and registration number of the application

	year	month	day
Date:			

Registration number:

6. Commodity code

7. Description of goods

8. Commercial denomination and additional information (confidential)

9. Justification of the classification of the goods

10. This BTI decision has been issued on the basis of the following material provided by the applicant

Description Brochures Photos Samples Other

Place: Signature

Date: Stamp

EUROPEAN UNION — BINDING TARIFF INFORMATION DECISION **BTI**

11. Keywords:

12. Images

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