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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.

([1]) Text with EEA relevance.

II

(Non-legislative acts)

INTERNATIONAL AGREEMENTS

COUNCIL DECISION (EU) 2017/75

of 21 November 2016

on the signing, on behalf of the Union and its Member States, and provisional application of the Protocol to the Stabilisation and Association Agreement between the European Communities and their Member States, of the one part, and Bosnia and Herzegovina, of the other part, to take account of the accession of the Republic of Croatia 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 Article 217, in conjunction with Article 218(5) and the second subparagraph of Article 218(8) thereof,

Having regard to the Act of Accession of the Republic of Croatia, and in particular the second subparagraph of Article 6(2) thereof,

Having regard to the proposal from the European Commission,

Whereas:

(1) The Stabilisation and Association Agreement between the European Communities and their Member States, of the one part, and Bosnia and Herzegovina, of the other part [1] ('the SAA') was signed on 16 June 2008 and entered into force on 1 June 2015.

(2) The Republic of Croatia became a Member State of the Union on 1 July 2013.

(3) In accordance with the second subparagraph of Article 6(2) of the 2012 Act concerning the conditions of accession of the Republic of Croatia to the European Union, the accession of Croatia to the SAA should be agreed by the conclusion of a protocol to the SAA by the Council, acting unanimously on behalf of the Member States, and by the third country concerned.

(4) On 24 September 2012, the Council authorised the Commission, on behalf of the Union and its Member States and the Republic of Croatia, to open negotiations with Bosnia and Herzegovina for the adaptation of agreements signed or concluded between the Union or the Union and its Member States with one or more third countries or international organisations, in view of the accession of the Republic of Croatia to the Union.

(5) Those negotiations were successfully completed and the Protocol to the Stabilisation and Association Agreement between the European Communities and their Member States, of the one part, and Bosnia and Herzegovina, of the other part, to take account of the accession of the Republic of Croatia to the European Union ('the Protocol') was initialled on 18 July 2016.

[1] OJ L 164, 30.6.2015, p. 2.

(6) The Protocol should be signed on behalf of the Union and its Member States, subject to its conclusion at a later date.

(7) The conclusion of the Protocol is subject to a separate procedure as regards matters falling within the competence of the European Atomic Energy Community.

(8) The Protocol should be applied on a provisional basis, pending the completion of the procedures necessary for its conclusion,

HAS ADOPTED THIS DECISION:

Article 1

The signing on behalf of the Union and its Member States of the Protocol to the Stabilisation and Association Agreement between the European Communities and their Member States, of the one part, and Bosnia and Herzegovina, of the other part, to take account of the accession of the Republic of Croatia to the European Union is hereby authorised, subject to the conclusion of the said Protocol.

The text of the Protocol is attached to this Decision.

Article 2

The President of the Council is hereby authorised to designate the person(s) empowered to sign the Protocol on behalf of the Union and its Member States.

Article 3

The Protocol shall be applied on a provisional basis, in accordance with Article 8(2) thereof, as from the first day of the second month following the date of its signature ([1]), pending the completion of the procedures necessary for its conclusion.

Article 4

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

Done at Brussels, 21 November 2016.

For the Council
The President
P. PLAVČAN

([1]) The date from which the Protocol will be provisionally applied will be published in the *Official Journal of the European Union* by the General Secretariat of the Council.

PROTOCOL

to the Stabilisation and Association Agreement between the European Communities and their Member States, of the one part, and Bosnia and Herzegovina, of the other part, to take account of the accession of the Republic of Croatia to the European Union

THE KINGDOM OF BELGIUM,

THE REPUBLIC OF BULGARIA,

THE CZECH REPUBLIC,

THE KINGDOM OF DENMARK,

THE FEDERAL REPUBLIC OF GERMANY,

THE REPUBLIC OF ESTONIA,

IRELAND,

THE HELLENIC REPUBLIC,

THE KINGDOM OF SPAIN,

THE FRENCH REPUBLIC,

THE REPUBLIC OF CROATIA,

THE ITALIAN REPUBLIC,

THE REPUBLIC OF CYPRUS,

THE REPUBLIC OF LATVIA,

THE REPUBLIC OF LITHUANIA,

THE GRAND DUCHY OF LUXEMBOURG,

HUNGARY,

THE REPUBLIC OF MALTA,

THE KINGDOM OF THE NETHERLANDS,

THE REPUBLIC OF AUSTRIA,

THE REPUBLIC OF POLAND,

THE PORTUGUESE REPUBLIC,

ROMANIA,

THE REPUBLIC OF SLOVENIA,

THE SLOVAK REPUBLIC,

THE REPUBLIC OF FINLAND,

THE KINGDOM OF SWEDEN,

THE UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND

Contracting Parties to the Treaty on European Union, the Treaty on the Functioning of the European Union and the Treaty establishing the European Atomic Energy Community, hereinafter referred to as the 'Member States', and

THE EUROPEAN UNION and THE EUROPEAN ATOMIC ENERGY COMMUNITY,

hereinafter referred to as 'the European Union',

of the one part, and

BOSNIA AND HERZEGOVINA,

of the other part,

Having regard to the accession of the Republic of Croatia (hereinafter referred to as 'Croatia') to the European Union on 1 July 2013,

Whereas:

(1) The Interim Agreement between the European Communities and their Member States, of the one part, and Bosnia and Herzegovina, of the other part, was signed in Luxemburg on 16 June 2008 and was in force from 1 July 2008 until 31 May 2015.

(2) The Treaty concerning the accession of Croatia to the European Union (hereinafter referred to as 'the Treaty of Accession') was signed in Brussels on 9 December 2011.

(3) Croatia acceded to the European Union on 1 July 2013.

(4) The Stabilisation and Association Agreement between the European Communities and their Member States, of the one part, and Bosnia and Herzegovina of the other part (hereinafter referred to as 'the SAA') was signed in Luxembourg on 16 June 2008 and entered into force on 1 June 2015.

(5) Pursuant to Article 6(2) of the Act of Accession of Croatia, the accession of Croatia to the SAA shall be agreed by the conclusion of a protocol to the SAA.

(6) Consultations pursuant to Article 37(3) of the SAA have taken place so as to ensure that account is taken of the mutual interests of the European Union and Bosnia and Herzegovina referred to in that Agreement,

HAVE AGREED AS FOLLOWS:

SECTION I

CONTRACTING PARTIES

Article 1

Croatia shall be Party to the SAA, signed in Luxembourg on 16 June 2008, and shall respectively adopt and take note, in the same manner as the other Member States of the European Union, of the texts of the SAA, as well as of the Joint Declarations, and the Unilateral Declarations annexed to the Final Act signed on the same date.

SECTION II

ADJUSTMENTS TO THE TEXT OF THE SAA INCLUDING THE ANNEXES AND PROTOCOLS THERETO

AGRICULTURAL PRODUCTS

Article 2

Agricultural products sensu stricto

1. In Article 27(3) of the SAA, the following subparagraph is added:

'From the date of entry into force of the Protocol to take account of the accession of Croatia to the European Union or, in the event that that Protocol is applied provisionally, from the date of its provisional application, the annual tariff quota set out in the first subparagraph shall be 13 210 tonnes (net weight).'.

2. In Article 27 of the SAA, the following paragraph is inserted:

'4a. In addition to paragraph 4, from the date of entry into force of the Protocol to take account of the accession of Croatia to the European Union or, in the event that that Protocol is applied provisionally, from the date of its provisional application, Bosnia and Herzegovina shall abolish the customs duties applicable on imports of certain agricultural products originating in the Union, listed in Annex III(f) within the limit of the tariff quota indicated for the products concerned.'.

3. Annex I to this Protocol is inserted as Annex III(f) to the SAA.

Article 3

Fish and fishery products

1. In Article 28 of the SAA, the following paragraph is inserted:

'1a. From the date of entry into force of the Protocol to take account of the accession of Croatia to the European Union or, in the event that that Protocol is applied provisionally, from the date of its provisional application, the Union shall abolish all customs duties or charges having equivalent effect on fish and fishery products originating in Bosnia and Herzegovina, other than those listed in Annex IV(a). Products listed in Annex IV(a) shall be subject to the provisions laid down therein.'.

2. In Article 28 of the SAA, the following paragraph is added:

'3. From the date of entry into force of the Protocol to take account of the accession of Croatia to the European Union or, in the event that that Protocol is applied provisionally, from the date of its provisional application, Bosnia and Herzegovina shall open a duty-free quota for imports of live carp under CN code 0301 93 00 within the limit of an annual tariff quota of 75 tonnes. Imports outside the quota limits shall be subject to the duties laid down in Annex V to the SAA.'.

3. Annex II to this Protocol is inserted as Annex IV(a) to the SAA.

Article 4

Processed agricultural products

Annex III to this Protocol is added as Annex III to Protocol 1 to the SAA.

Article 5

Wine Agreement

From the date of entry into force of the Protocol to take account of the accession of Croatia to the European Union or, in the event that that Protocol is applied provisionally, from the date of its provisional application, Annex I to Protocol 7 to the SAA referred to in Article 27(5) of the SAA shall be amended as set out in Annex IV to this Protocol.

SECTION III

GENERAL AND FINAL PROVISIONS

Article 6

This Protocol and the Annexes thereto shall form an integral part of the SAA.

Article 7

1. This Protocol shall be approved by the European Union and its Member States and by Bosnia and Herzegovina in accordance with their own procedures.

2. The Parties shall notify each other of the completion of the corresponding procedures referred to in paragraph 1. The instruments of approval shall be deposited with the General Secretariat of the Council of the European Union.

Article 8

1. This Protocol shall enter into force on the first day of the first month following the date of the deposit of the last instrument of approval.

2. If not all the instruments of approval of this Protocol have been deposited before the first day of the second month following the date of signature, this Protocol shall apply provisionally. The date of provisional application shall be the first day of the second month following the date of signature.

Article 9

This Protocol is drawn up in duplicate in the Bulgarian, Croatian, Czech, Danish, Dutch, English, Estonian, Finnish, French, German, Greek, Hungarian, Italian, Latvian, Lithuanian, Maltese, Polish, Portuguese, Romanian, Slovak, Slovenian, Spanish, Swedish, Bosnian and Serbian languages, each text being equally authentic.

Съставено в Брюксел на петнадесети декември през две хиляди и шестнадесета година.

Hecho en Bruselas, el quince de diciembre de dos mil dieciséis.

V Bruselu dne patnáctého prosince dva tisíce šestnáct.

Udfærdiget i Bruxelles den femtende december to tusind og seksten.

Geschehen zu Brüssel am fünfzehnten Dezember zweitausendsechzehn.

Kahe tuhande kuueteistkümnenda aasta detsembrikuu viieteistkümnendal päeval Brüsselis.

Έγινε στις Βρυξέλλες, στις δέκα πέντε Δεκεμβρίου δύο χιλιάδες δεκαέξι.

Done at Brussels on the fifteenth day of December in the year two thousand and sixteen.

Fait à Bruxelles, le quinze décembre deux mille seize.

Sastavljeno u Bruxellesu petnaestog prosinca godine dvije tisuće šesnaeste.

Fatto a Bruxelles, addì quindici dicembre duemilasedici.

Briselē, divi tūkstoši sešpadsmitā gada piecpadsmitajā decembrī.

Priimta du tūkstančiai šešioliktų metų gruodžio penkioliktą dieną Briuselyje.

Kelt Brüsszelben, a kétezer-tizenhatodik év december havának tizenötödik napján.

Magħmul fi Brussell, fil-ħmistax-il jum ta' Diċembru fis-sena elfejn u sittax.

Gedaan te Brussel, vijftien december tweeduizend zestien.

Sporządzono w Brukseli dnia piętnastego grudnia roku dwa tysiące szesnastego.

Feito em Bruxelas, em quinze de dezembro de dois mil e dezasseis.

Întocmit la Bruxelles la cincisprezece decembrie două mii șaisprezece.

V Bruseli pätnásteho decembra dvetisícšestnásť.

V Bruslju, dne petnajstega decembra leta dva tisoč šestnajst.

Tehty Brysselissä viidentenätoista päivänä joulukuuta vuonna kaksituhattakuusitoista.

Som skedde i Bryssel den femtonde december år tjugohundrasexton.

Sačinjeno u Briselu, dana petnaestog decembra dvije hiljade šesnaeste godine.

Састављено у Бриселу, дана петнаестог децембра двије хиљаде шеснаесте године.

За Европейския съюз
Por la Unión Europea
Za Evropskou unii
For Den Europæiske Union
Für die Europäische Union
Euroopa Liidu nimel
Για την Ευρωπαϊκή Ένωση
For the European Union
Pour l'Union européenne
Za Europsku uniju
Per l'Unione europea
Eiropas Savienības vārdā –
Europos Sąjungos vardu
Az Európai Unió részéről
Għall-Unjoni Ewropea
Voor de Europese Unie
W imieniu Unii Europejskiej
Pela União Europeia
Pentru Uniunea Europeană
Za Európsku úniu
Za Evropsko unijo
Euroopan unionin puolesta
För Europeiska unionen
Za Europsku uniju
За Европску унију

За държавите-членки
Por los Estados miembros
Za členské státy
For medlemsstaterne
Für die Mitgliedstaaten
Liikmesriikide nimel
Για τα κράτη μέλη
For the Member States
Pour les États membres
Za države članice
Per gli Stati membri
Dalībvalstu vārdā –
Valstybių narių vardu
A tagállamok részéről
Għall-Istati Membri
Voor de lidstaten
W imieniu Państw Członkowskich
Pelos Estados-Membros
Pentru statele membre
Za členské štáty
Za države članice
Jäsenvaltioiden puolesta
För medlemsstaterna
Za države članice
За државе чланице

За Европейската общност за атомна енергия
Por la Comunidad Europea de la Energía Atómica
Za Evropské společenství pro atomovou energii
For Det Europæiske Atomenergifællesskab
Für die Europäische Atomgemeinschaft
Euroopa Aatomienergiaühenduse nimel
Για την Ευρωπαϊκή Κοινότητα Ατομικής Ενέργειας
For the European Atomic Energy Community
Pour la Communauté européenne de l'énergie atomique
Za Europsku zajednicu za atomsku energiju
Per la Comunità europea dell'energia atomica
Eiropas Atomenerģijas Kopienas vārdā –
Europos atominės energijos bendrijos vardu
Az Európai Atomenergia-közösség részéről
F'isem il-Komunità Ewropea tal-Enerġija Atomika
Voor de Europese Gemeenschap voor Atoomenergie
W imieniu Europejskiej Wspólnoty Energii Atomowej
Pela Comunidade Europeia da Energia Atómica
Pentru Comunitatea Europeană a Energiei Atomice
Za Európske spoločenstvo pre atómovú energiu
Za Evropsko skupnost za atomsko energijo
Euroopan atomienergiajärjestön puolesta
För Europeiska atomenergigemenskapen
Za Evropsku Zajednicu za Atomsku Energiju
За Европску заједницу за атомску енергију

За Босна и Херцеговина
Por Bosnia y Herzegovina
Za Bosnu a Hercegovinu
For Bosnien-Hercegovina
Für Bosnien und Herzegowina
Bosnia ja Hertsegoviina nimel
Για τη Βοσνία-Ερζεγοβίνη
For Bosnia and Herzegovina
Pour la Bosnie et Herzégovine
Za Bosnu i Hercegovinu
Per la Bosnia-Erzegovina
Bosnijos ir Hercegovinos vardu
Bosnijas un Hercegovinas vārdā –
Bosznia és Hercegovina részéről
Għall-Bożnja u Ħerzegovina
Voor Bosnië en Herzegovina
W imieniu Bośni i Hercegowiny
Pela Bósnia e Herzegovina
Pentru Bosnia și Herțegovina
Za Bosnu a Hercegovinu
Za Bosno in Hercegovino
Bosnia ja Hertsegovinan puolesta
För Bosnien och Hercegovina
Za Bosnu i Hercegovinu
За Босну и Херцеговину

ANNEX I

'ANNEX III(f)

Tariff concessions of Bosnia and Herzegovina for agricultural primary products originating in the European Union

(Referred to in Article 27(4a))

1. From the date of entry into force or provisional application of the Protocol to take account of the accession of Croatia to the European Union, duty shall be abolished for the products below within the Tariff Quota quantities set out below. For imports out of quota the MFN duty rate shall apply. For the year 2017 the full amount of the quota shall apply, irrespective of the date of entry into force or provisional application of the Protocol.

CN Code	Description	Tariff quota (tonnes)
0102	Live bovine animals:	
	– Cattle:	
0102 29	– – Other:	
	– – – Other:	
	– – – – Of a weight exceeding 300 kg:	
	– – – – – Cows:	
0102 29 61	– – – – – – For slaughter	1 935
	– – – – – Other:	
0102 29 91	– – – – – – For slaughter	190
0103	Live swine:	
	– Other:	
0103 92	– – Weighing 50 kg or more:	
	– – – Domestic species:	
0103 92 11	– – – – Sows having farrowed at least once, of a weight of not less than 160 kg	575
0103 92 19	– – – – Other	1 755
0103 92 90	– – – Other	195
0105	Live poultry, that is to say, fowls of the species *Gallus domesticus*, ducks, geese, turkeys and guinea fowls:	
	– Other:	
0105 94 00	– – Fowls of the species *Gallus domesticus*	1 455

CN Code	Description	Tariff quota (tonnes)
0207	Meat and edible offal, of the poultry of heading 0105, fresh, chilled or frozen:	
	– Of fowls of the species *Gallus domesticus*:	
0207 12	– – Not cut in pieces, frozen:	
0207 12 90	– – – Plucked and drawn, without heads and feet and without necks, hearts, livers and gizzards, known as "65 % chickens", or otherwise presented	80
0207 13	– – Cuts and offal, fresh or chilled:	
	– – – Cuts:	
0207 13 10	– – – – Boneless	90
	– – – – With bone in:	
0207 13 30	– – – – – Whole wings, with or without tips	55
0207 13 60	– – – – – Legs and cuts thereof	320
	– – – Offal:	
0207 13 99	– – – – Other	25
0207 14	– – Cuts and offal, frozen:	
	– – – Cuts:	
	– – – – With bone in:	
0207 14 20	– – – – – Halves or quarters	30
0207 14 60	– – – – – Legs and cuts thereof	130
	– – – Offal:	
0207 14 99	– – – – Other	50
0401	Milk and cream, not concentrated nor containing added sugar or other sweetening matter:	
0401 40	– Of a fat content, by weight, exceeding 6 % but not exceeding 10 %:	
0401 40 10	– – In immediate packings of a net content not exceeding two litres	80

CN Code	Description	Tariff quota (tonnes)
0401 50	– Of a fat content, by weight, exceeding 10 %:	
	– – Not exceeding 21 %:	
0401 50 11	– – – In immediate packings of a net content not exceeding two litres	30
0402	Milk and cream, concentrated or containing added sugar or other sweetening matter:	
	– In powder, granules or other solid forms, of a fat content, by weight, exceeding 1,5 %:	
0402 21	– – Not containing added sugar or other sweetening matter:	
	– – – Of a fat content, by weight, not exceeding 27 %:	
0402 21 18	– – – – Other	25
0403	Buttermilk, curdled milk and cream, yogurt, kephir and other fermented or acidified milk and cream, whether or not concentrated or containing added sugar or other sweetening matter or flavoured or containing added fruit, nuts or cocoa:	
0403 90	– Other:	
	– – Not flavoured nor containing added fruit, nuts or cocoa:	
	– – – Other:	
	– – – – Not containing added sugar or other sweetening matter, of a fat content, by weight:	
0403 90 51	– – – – – Not exceeding 3 %	500
0403 90 53	– – – – – Exceeding 3 % but not exceeding 6 %	290
0405	Butter and other fats and oils derived from milk; dairy spreads:	
0405 10	– Butter:	
	– – Of a fat content, by weight, not exceeding 85 %:	
	– – – Natural butter:	
0405 10 11	– – – – In immediate packings of a net content not exceeding 1 kg	160
0405 10 19	– – – – Other	200
0406	Cheese and curd:	
0406 10	– Fresh (unripened or uncured) cheese, including whey cheese, and curd	
	– – Of a fat content, by weight, not exceeding 40 %	

CN Code	Description	Tariff quota (tonnes)
0406 10 30	– – – Mozzarella, whether or not in a liquid	355
0406 10 50	– – – Other	
0406 10 80	– – Other	165
0409 00 00	Natural honey	165
0701	Potatoes, fresh or chilled:	
0701 90	– Other:	
	– – Other:	
0701 90 50	– – – New, from 1 January to 30 June	50
0701 90 90	– – – Other	1 265
0704	Cabbages, cauliflowers, kohlrabi, kale and similar edible brassicas, fresh or chilled:	
0704 90	– Other:	
0704 90 10	– – White cabbages and red cabbages	280
0706	Carrots, turnips, salad beetroot, salsify, celeriac, radishes and similar edible roots, fresh or chilled:	
0706 10 00	– Carrots and turnips	50
0806	Grapes, fresh or dried:	
0806 10	– Fresh:	
0806 10 10	– – Table grapes	45
0809	Apricots, cherries, peaches (including nectarines), plums and sloes, fresh:	
	– Cherries:	
0809 21 00	– – Sour cherries (*Prunus cerasus*)	410
0811	Fruit and nuts, uncooked or cooked by steaming or boiling in water, frozen, whether or not containing added sugar or other sweetening matter:	
0811 90	– Other:	
	– – Other:	
	– – – Cherries:	
0811 90 75	– – – – Sour cherries (*Prunus cerasus*)	70

CN Code	Description	Tariff quota (tonnes)
1601	Sausages and similar products, of meat, meat offal or blood; food preparations based on these products:	
	– Other:	
1601 00 91	– – Sausages, dry or for spreading, uncooked	285
1602	Other prepared or preserved meat, meat offal or blood:	
1602 10 00	– Homogenised preparations	75
1602 20	– Of liver of any animal:	
1602 20 90	– – Other	140
	– Of poultry of heading 0105:	
1602 31	– – Of turkeys:	
	– – – Containing 57 % or more by weight of poultry meat or offal:	
1602 31 19	– – – – Other	40
1602 32	– – Of fowls of the species *Gallus domesticus*	
	– Of swine:	
	– – – Containing 57 % or more by weight of poultry meat or offal:	
1602 32 11	– – – – Uncooked	130
1602 32 19	– – – – Other	30
1602 32 30	– – – Containing 25 % or more but less than 57 % by weight of poultry meat or offal	170
1602 32 90	– – – Other	230
1602 41	– – Hams and cuts thereof:	
1602 41 10	– – – Of domestic swine	360
1602 49	– – Other, including mixtures:	
	– – – Of domestic swine:	
	– – – – Containing by weight 80 % or more of meat or meat offal, of any kind, including fats of any kind or origin:	

CN Code	Description	Tariff quota (tonnes)
1602 49 15	– – – – – Other mixtures containing hams (legs), shoulders, loins or collars, and cuts thereof	150
1602 49 30	– – – – Containing by weight 40 % or more but less than 80 % of meat or meat offal, of any kind, including fats of any kind or origin	445
1602 49 50	– – – – Containing by weight less than 40 % of meat or meat offal, of any kind, including fats of any kind or origin	60
1602 50	– Of bovine animals:	
	– – Other:	
1602 50 31	– – – Corned beef, in airtight containers	70
1602 50 95	– – – Other	295
1701	Cane or beet sugar and chemically pure sucrose, in solid form:	
	– Other:	
1701 91 00	– – Containing added flavouring or colouring matter	55
1701 99	– – Other:	
1701 99 10	– – – White sugar	3 470
2001	Vegetables, fruit, nuts and other edible parts of plants, prepared or preserved by vinegar or acetic acid:	
2001 10 00	– Cucumbers and gherkins	265
2001 90	– Other:	
2001 90 70	– – Sweet peppers	70
2005	Other vegetables prepared or preserved otherwise than by vinegar or acetic acid, not frozen, other than products of heading 2006:	
	– Other vegetables and mixtures of vegetables:	
2005 99	– – Other:	
2005 99 50	– – – Mixtures of vegetables	245
2005 99 60	– – – Sauerkraut	40

2. Imports into Bosnia and Herzegovina of the following products shall be subject to the concessions set out below. For imports out of quota the MFN duty rate shall apply. For the year 2017 the full amount of the quota shall apply, irrespective of the date of entry into force or provisional application of the Protocol.

CN Code	Description	Tariff quota (tonnes)		
		As of 1.1.2017	As of 1.1.2018	As of 1.1.2019
0401	Milk and cream, not concentrated nor containing added sugar or other sweetening matter:			
0401 20	– Of a fat content, by weight, exceeding 1 % but not exceeding 6 %:			
	– – Not exceeding 3 %:			
0401 20 11	– – – In immediate packings of a net content not exceeding two litres	5 432	9 506	13 580
	– – Exceeding 3 %:			
0401 20 91	– – – In immediate packings of a net content not exceeding two litres	720	1 440	1 440
0403	Buttermilk, curdled milk and cream, yogurt, kephir and other fermented or acidified milk and cream, whether or not concentrated or containing added sugar or other sweetening matter or flavoured or containing added fruit, nuts or cocoa:			
0403 10	– Yogurt:			
	– – Not flavoured nor containing added fruit, nuts or cocoa:			
	– – – Not containing added sugar or other sweetening matter, of a fat content, by weight:			
0403 10 11	– – – – Not exceeding 3 %	1 515	3 030	3 030
0403 10 13	– – – – Exceeding 3 % but not exceeding 6 %	1 520	3 040	3 040
0403 90	– Other:			
	– – Not flavoured nor containing added fruit, nuts or cocoa:			
	– – – Other:			
	– – – – Not containing added sugar or other sweetening matter, of a fat content, by weight:			

CN Code	Description	Tariff quota (tonnes)		
		As of 1.1.2017	As of 1.1.2018	As of 1.1.2019
0403 90 59	– – – – – Exceeding 6 %	1 762,5	3 525	3 525
1601	Sausages and similar products, of meat, meat offal or blood; food preparations based on these products:			
	– Other:			
1601 00 99	– – Other	1 692,5	3 385	3 385’

ANNEX II

'ANNEX IV(a)

Duties applicable to goods originating in Bosnia and Herzegovina on import into the European Union

(Referred to in Article 28(1a))

1. From the date of entry into force or provisional application of the Protocol to take account of the accession of Croatia to the European Union, imports from Bosnia and Herzegovina into the European Union shall be subject to the concessions set below. For the year 2017 the full amount of the quota shall apply, irrespective of the date of entry into force or provisional application of the Protocol.

CN Codes	Description	Tariff quota volume (in tonnes)	Rate of duty within quota	Rate of duty over quota
0301 91 10 0301 91 90 0302 11 10 0302 11 20 0302 11 80 0303 14 10 0303 14 20 0303 14 90 0304 42 10 0304 42 50 0304 42 90 ex 0304 52 00 0304 82 10 0304 82 50 0304 82 90 ex 0304 99 21 ex 0305 10 00 ex 0305 39 90 0305 43 00 ex 0305 59 85 ex 0305 69 80	Trout (*Salmo trutta, Oncorhynchus mykiss, Oncorhynchus clarki, Oncorhynchus aguabonita, Oncorhynchus gilae, Oncorhynchus apache* and *Oncorhynchus chrysogaster*): live; fresh or chilled; frozen; dried, salted or in brine, smoked; fillets and other fish meat; flours, meals and pellets, fit for human consumption	500	0 %	70 % of MFN duty
0301 93 00 0302 73 00 0303 25 00 ex 0304 39 00 ex 0304 51 00 ex 0304 69 00 ex 0304 93 90 ex 0305 10 00 ex 0305 31 00 ex 0305 44 90 ex 0305 52 00 ex 0305 69 80	Carp (*Cyprinus* spp., *Carassius* spp., *Ctenopharyngodon idellus, Hypophthalmichthys* spp., *Cirrhinus* spp., *Mylopharyngodon piceus, Catla catla, Labeo* spp., *Osteochilus hasselti, Leptobarbus hoeveni, Megalobrama* spp.): live; fresh or chilled; frozen; dried, salted or in brine, smoked; fillets and other fish meat; flours, meals and pellets, fit for human consumption	140	0 %	70 % of MFN duty

CN Codes	Description	Tariff quota volume (in tonnes)	Rate of duty within quota	Rate of duty over quota
ex 0301 99 85 0302 85 10 0303 89 50 ex 0304 49 90 ex 0304 59 90 ex 0304 89 90 ex 0304 99 99 ex 0305 10 00 ex 0305 39 90 ex 0305 49 80 ex 0305 59 85 ex 0305 69 80	Sea bream (*Dentex dentex* and *Pagellus* spp.): live; fresh or chilled; frozen; dried, salted or in brine, smoked; fillets and other fish meat; flours, meals and pellets, fit for human consumption	30	0 %	30 % of MFN duty
ex 0301 99 85 0302 84 10 0303 84 10 ex 0304 49 90 ex 0304 59 90 ex 0304 89 90 ex 0304 99 99 ex 0305 10 00 ex 0305 39 90 ex 0305 49 80 ex 0305 59 85 ex 0305 69 80	European sea bass (*Dicentrarchus labrax*): live; fresh or chilled; frozen; dried, salted or in brine, smoked; fillets and other fish meat; flours, meals and pellets, fit for human consumption	30	0 %	30 % of MFN duty
1604 13 11 1604 13 19 ex 1604 20 50	Prepared or preserved sardines	50	6 %	100 %
1604 16 00 1604 20 40	Prepared or preserved anchovies	70	12,5 %	100 %

2. The duty rate applicable to all products of HS heading 1604 except prepared or preserved sardines and prepared or preserved anchovies is reduced to 70 % of MFN duty rate.'

ANNEX III

'ANNEX III TO PROTOCOL 1

Tariff concessions of Bosnia and Herzegovina for processed agricultural products originating in the European Union

(Referred to in Article 25 of the SAA)

From the date of entry into force or provisional application of the Protocol to take account of the accession of Croatia to the European Union, the import duty shall be abolished within the tariff quota quantities set out below. For imports out of quota the MFN duty rate shall apply. For the year 2017 the full amount of the quota shall apply, irrespective of the date of entry into force or provisional application of the Protocol.

CN Code	Description	Tariff quota (tonnes)
0403	Buttermilk, curdled milk and cream, yogurt, kephir and other fermented or acidified milk and cream, whether or not concentrated or containing added sugar or other sweetening matter or flavoured or containing added fruit, nuts or cocoa:	
0403 10	– Yogurt:	
	– – Flavoured or containing added fruit, nuts or cocoa:	
	– – – Other, of a milkfat content, by weight:	
0403 10 91	– – – – Not exceeding 3 %	480
0403 10 93	– – – – Exceeding 3 % but not exceeding 6 %	130
0403 10 99	– – – – Exceeding 6 %	25
0403 90	– Other:	
	– – Flavoured or containing added fruit, nuts or cocoa:	
	– – – Other, of a milkfat content, by weight:	
0403 90 91	– – – – Not exceeding 3 %	530
0403 90 93	– – – – Exceeding 3 % but not exceeding 6 %	55
1905	Bread, pastry, cakes, biscuits and other bakers' wares, whether or not containing cocoa; communion wafers, empty cachets of a kind suitable for pharmaceutical use, sealing wafers, rice paper and similar products:	
	– Sweet biscuits; waffles and wafers:	
1905 31	– – Sweet biscuits:	
	– – – Completely or partially coated or covered with chocolate or other preparations containing cocoa:	

CN Code	Description	Tariff quota (tonnes)
1905 31 19	– – – – Other	365
	– – – Other:	
	– – – – Other:	
1905 31 99	– – – – – Other	600
1905 32	– – Waffles and wafers:	
	– – – Other:	
	– – – – Completely or partially coated or covered with chocolate or other preparations containing cocoa:	
1905 32 19	– – – – – Other	300
1905 90	– Other:	
	– – Other:	
1905 90 45	– – – Biscuits	35
2208	Undenatured ethyl alcohol of an alcoholic strength by volume of less than 80 % vol; spirits, liqueurs and other spirituous beverages:	
2208 20	– Spirits obtained by distilling grape wine or grape marc:	
	– – In containers holding 2 litres or less:	
2208 20 29	– – – Other:	
ex 2208 20 29	– – – – Grape brandy and grape marc brandy	85
ex 2208 20 29	– – – – Other	
2402	Cigars, cheroots, cigarillos and cigarettes, of tobacco or of tobacco substitutes:	
2402 20	– Cigarettes containing tobacco:	
2402 20 90	– – Other	3 200’

ANNEX IV

'AMENDMENTS TO ANNEX I TO PROTOCOL 7

1. The table in point 1 of Annex I to Protocol 7, on imports of wines into the European Union, is replaced by the table below:

CN code	Description (in accordance with Article 2(1)(b) of Protocol 7)	Applicable duty	Quantities (hl)	Specific provisions
ex 2204 10	Quality sparkling wine	exemption	25 500	(1)
ex 2204 21	Wine of fresh grapes			
ex 2204 22 ex 2204 29	Wine of fresh grapes	exemption	15 100	(1)

(1) Consultations at the request of one of the Parties may be held to adapt the quotas by transferring quantities from the quota applying to positions ex 2204 22 and ex 2204 29 to the quota applying to positions ex 2204 10 and ex 2204 21. For the year 2017 the full amount of the quotas shall apply, irrespective of the date of entry into force or provisional application of the Protocol.

2. The table in point 3 of Annex I to Protocol 7, on imports of wines into Bosnia and Herzegovina, is replaced by the table below:

Bosnia and Herzegovina customs tariff code	Description (in accordance with Article 2(1)(a) of Protocol 7)	Applicable duty	Quantities as of 1.1.2017 (hl)	Quantities as of 1.1.2018 (hl)	Specific provisions
ex 2204 10	Quality sparkling wine	exemption	13 765	19 530	(1)
ex 2204 21	Wine of fresh grapes				

(1) For the year 2017 the full amount of the quotas shall apply, irrespective of the date of entry into force or provisional application of the Protocol.'

COUNCIL DECISION (Euratom) 2017/76

of 21 November 2016

approving the conclusion, by the European Commission, on behalf of the European Atomic Energy Community, of the Protocol to the Stabilisation and Association Agreement between the European Communities and their Member States, of the one part, and Bosnia and Herzegovina, of the other part, to take account of the accession of the Republic of Croatia to the European Union

THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty establishing the European Atomic Energy Community, and in particular the second paragraph of Article 101 thereof,

Having regard to the recommendation from the European Commission,

Whereas:

(1) The Stabilisation and Association Agreement between the European Communities and their Member States, of the one part, and Bosnia and Herzegovina, of the other part ('the SAA') was signed on 16 June 2008 and entered into force on 1 June 2015 ([1]).

(2) The Republic of Croatia became a Member State of the Union on 1 July 2013.

(3) In accordance with the second subparagraph of Article 6(2) of the 2012 Act concerning the conditions of accession of the Republic of Croatia to the European Union, the accession of Croatia to the SAA should be agreed by the conclusion of a protocol to the SAA by the Council, acting unanimously on behalf of the Member States, and by the third country concerned.

(4) On 24 September 2012, the Council authorised the Commission to open negotiations with Bosnia and Herzegovina in order to conclude a protocol to the SAA.

(5) Those negotiations were successfully completed and the Protocol to the Stabilisation and Association Agreement between the European Communities and their Member States, of the one part, and Bosnia and Herzegovina, of the other part, to take account of the accession of the Republic of Croatia to the European Union ('the Protocol') was initialled on 18 July 2016.

(6) The Protocol covers matters falling within the competence of the European Atomic Energy Community.

(7) The conclusion, by the Commission on behalf of the European Atomic Energy Community, of the Protocol should be approved as regards matters falling within the competence of the European Atomic Energy Community.

(8) The signing and conclusion of the Protocol is subject to a separate procedure as regards matters falling under the Treaty on European Union and the Treaty on the Functioning of the European Union,

HAS ADOPTED THIS DECISION:

Article 1

The conclusion by the European Commission, on behalf of the European Atomic Energy Community, of the Protocol to the Stabilisation and Association Agreement between the European Communities and their Member States, of the one part, and Bosnia and Herzegovina, of the other part, to take account of the accession of the Republic of Croatia to the European Union ([2]) is hereby approved.

([1]) OJ L 164, 30.6.2015, p. 2.
([2]) See page 3 of this Official Journal.

Article 2

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

Done at Brussels, 21 November 2016.

For the Council
The President
P. PLAVČAN

REGULATIONS

COUNCIL IMPLEMENTING REGULATION (EU) 2017/77

of 16 January 2017

implementing Regulation (EU) No 267/2012 concerning restrictive measures against Iran

THE COUNCIL OF THE EUROPEAN UNION,

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

Having regard to Council Regulation (EU) No 267/2012 of 23 March 2012 concerning restrictive measures against Iran and repealing Regulation (EU) No 961/2010 ([1]), and in particular Article 46(2) thereof,

Whereas:

(1) On 23 March 2012 the Council adopted Regulation (EU) No 267/2012.

(2) In accordance with Council Decision (CFSP) 2017/83 ([2]), several entities should be removed from the list of persons and entities subject to restrictive measures set out in Annex IX to Regulation (EU) No 267/2012.

(3) Following the judgments of the General Court in Cases T-182/13 ([3]), T-433/13 ([4]), T-158/13 ([5]), T-5/13 ([6]) and T-45/14 ([7]), Moallem Insurance Company, Petropars Operation & Management Company, Petropars Resources Engineering Ltd, Iran Aluminium Company, Iran Liquefied Natural Gas Co., Hanseatic Trade Trust & Shipping (HTTS) GmbH and Naser Bateni are not included in the list of persons and entities subject to restrictive measures set out in Annex IX to Regulation (EU) No 267/2012.

(4) Following the judgment of the Court of Justice in Case C-200/13 P ([8]), Bank Saderat Iran is not included in the list of persons and entities subject to restrictive measures set out in Annex IX to Regulation (EU) No 267/2012. Consequently, and for legal certainty, the entry concerning Bank Saderat PLC (London) in that Annex should be deleted.

(5) Regulation (EU) No 267/2012 should be amended accordingly,

HAS ADOPTED THIS REGULATION:

Article 1

Annex IX to Regulation (EU) No 267/2012 is amended as set out in the Annex to this Regulation.

([1]) OJ L 88, 24.3.2012, p. 1.
([2]) Council Decision (CFSP) 2017/83 of 16 January 2017 amending Decision 2010/413/CFSP concerning restrictive measures against Iran (see page 92 of this Official Journal).
([3]) Judgment of the General Court of 10 July 2014, *Moallem Insurance Co. v Council of the European Union*, T-182/13, ECLI:EU:T:2014:624.
([4]) Judgment of the General Court of 5 May 2015, *Petropars Iran Co. and Others v Council of the European Union*, T-433/13, ECLI:EU:T:2015:255.
([5]) Judgment of the General Court of 15 September 2015, *Iranian Aluminium Co. (Iralco) v Council of the European Union*, T-158/13, ECLI:EU:T:2015:634.
([6]) Judgment of the General Court of 18 September 2015, *Iran Liquefied Natural Gas Co. v Council of the European Union*, T-5/13, ECLI:EU:T:2015:644.
([7]) Judgment of the General Court of 18 September 2015, *HTTS Hanseatic Trade Trust & Shipping GmbH and Naser Bateni v Council of the European Union*, T-45/14, ECLI:EU:T:2015:650.
([8]) Judgment of the Court of Justice of 21 April 2016, *Council of the European Union v Bank Saderat Iran*, C-200/13 P, ECLI:EU:C:2016:284.

Article 2

This Regulation shall enter into force on the date 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, 16 January 2017.

For the Council
The President
F. MOGHERINI

ANNEX

The entries relating to the entities listed below are deleted from the list set out in part I.B of Annex IX to Regulation (EU) No 267/2012:

I. **Persons and entities involved in nuclear or ballistic missile activities and persons and entities providing support to the Government of Iran.**

B. **Entities**

'7. (a) Bank Saderat PLC (London)

48. Neka Novin (a.k.a. Niksa Nirou)

65. West Sun Trade GMBH

159. Oil Industry Pension Fund Investment Company (OPIC)'.

COMMISSION IMPLEMENTING REGULATION (EU) 2017/78

of 15 July 2016

establishing administrative provisions for the EC type-approval of motor vehicles with respect to their 112-based eCall in-vehicle systems and uniform conditions for the implementation of Regulation (EU) 2015/758 of the European Parliament and of the Council with regard to the privacy and data protection of users of such systems

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

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

Having regard to Regulation (EU) 2015/758 of the European Parliament and of the Council of 29 April 2015 concerning type-approval requirements for the deployment of the eCall in-vehicle system based on the 112 service and amending Directive 2007/46/EC ([1]), and in particular Article 6(13) and Article 9 thereof,

Whereas:

(1) Regulation (EU) 2015/758 lays down a general obligation for new types of vehicles of categories M_1 and N_1 to be equipped with 112-based eCall in-vehicle systems as of 31 March 2018.

(2) Commission Delegated Regulation (EU) 2017/79 ([2]) lays down the specific technical requirements and test procedures for the EC type-approval of motor vehicles with regard to their 112-based eCall in-vehicle systems, as well as for EC type-approval of the 112-based eCall in-vehicle Separate Technical Units ('STUs') and 112-based eCall in-vehicle system components.

(3) Directive 2007/46/EC of the European Parliament and of the Council ([3]) establishes the general framework for EC type-approval of motor vehicles and defines the roles and responsibilities of all the actors involved at different stages of the approval process. In addition, it is necessary to set out the specific administrative provisions for the EC type-approval of motor vehicles fitted with 112-based eCall in-vehicle systems, 112-based in-vehicle STUs and components.

(4) To ensure uniform conditions for the implementation of the test procedures for EC type-approval and to simplify the application for that approval, a standardised set of information documents, templates for EC type-approval certificates and models for the EC type-approval mark should be established.

(5) Manufacturers should ensure that the 112-based eCall in-vehicle systems are not traceable and not subject to any constant tracking. For that purpose, it should be ensured that the 112-based eCall in-vehicle systems are not available for communication in their normal operational status and that the data in their internal memory is not available outside the systems to any entities before the eCall is triggered. Manufacturers should also implement adequate safeguards to protect the security of the data in the internal memory of the system from unauthorized access or misuse.

(6) Any data processed through the 112-based eCall in-vehicle system must be adequate, relevant and proportionate to the purposes for which those data are collected and processed.

([1]) OJ L 123, 19.5.2015, p. 77.

([2]) Commission Delegated Regulation (EU) 2017/79 of 12 September 2016 establishing detailed technical requirements and test procedures for the EC type-approval of motor vehicles with respect to their 112-based eCall in-vehicles systems, of 112-based eCall in-vehicle separate technical units and components and supplementing and amending Regulation (EU) 2015/758 of the European Parliament and of the Council with regard to the exemptions and applicable standards (see page 44 of this Official Journal).

([3]) 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).

(7) Consumers should be provided with comprehensive and reliable information regarding the functioning of the 112-based eCall in-vehicle system and in particular on the way data is processed through that system and how that data is protected. Consumers should be also informed about the characteristics and features of any private emergency service or other added value services, if fitted in the motor vehicle.

(8) A consistent approach on the information to be provided to the consumers on the functioning of the 112-based eCall in-vehicle system requires that a user information template is established which contains the minimum information to be provided together with the vehicle's technical documentation.

(9) Vehicle manufacturers should be given sufficient time to adapt to the technical requirements for the approval of 112-based eCall in-vehicle systems. The Member States should also be given sufficient time to deploy on their territory the Public Safety Answering Point ('PSAP') infrastructure required for the proper receipt and handling of eCalls. For that reason, the date of application of this Regulation should be the same as the date of compulsory application of the 112-based eCall in-vehicle systems in accordance with Regulation (EU) 2015/758.

(10) The measures provided for in this Regulation are consulted with the European Data Protection Supervisor in accordance with Article 28(2) of Regulation (EC) No 45/2001 of the European Parliament and of the Council [1].

(11) 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

Subject matter

This Regulation establishes administrative provisions for the approval of new types of vehicles with respect to the 112-based eCall in-vehicle systems, as well as of 112-based eCall in-vehicle Separate Technical Units ('STUs') and 112-based eCall in-vehicle system components designed and constructed for such vehicles.

It also lays down uniform conditions for implementation of the provisions of Regulation (EU) 2015/758 with regard to the privacy and data protection of users of the 112-based eCall in-vehicle systems.

Article 2

EC type-approval of vehicles with regard to their 112-based eCall in-vehicle systems

1. The manufacturer shall submit to the approval authority, as defined in Article 3(29) of Directive 2007/46/EC, an application for the EC type-approval of a vehicle with regard to its 112-based eCall in-vehicle system.

2. The application referred to in paragraph 1 shall be drawn up on the basis of the template set out in Part 1 of Annex I.

3. Where the technical requirements referred to in Article 5 of Delegated Regulation (EU) 2017/79 are met, the approval authority shall grant an EC type-approval and issue an EC type-approval certificate numbered in accordance with the system set out in Annex VII to Directive 2007/46/EC.

A Member State shall not assign the same number to another vehicle type.

[1] Regulation (EC) No 45/2001 of the European Parliament and of the Council of 18 December 2000 on the protection of individuals with regard to the processing of personal data by the Community institutions and bodies and on the free movement of such data (OJ L 8, 12.1.2001, p. 1).

4. The EC type-approval certificate shall be drawn up on the basis of the template set out in Part 2 of Annex I.

5. The manufacturer shall provide in the owner's manual information on the processing of data carried out through the 112-based eCall in-vehicle system by following the template set out in Part 3 of Annex I to this Regulation.

Article 3

EC type-approval of 112-based eCall in-vehicle STUs or 112-based eCall in-vehicle system components

1. The manufacturer shall submit to the approval authority, as defined in Article 3(29) of Directive 2007/46/EC, the application for the EC type-approval for a type of 112-based eCall in-vehicle STU or a type of 112-based eCall in-vehicle system component.

2. The application referred to in paragraph 1 shall be drawn up on the basis of the template set out in Part 1 of Annex II to this Regulation.

3. Where the technical requirements referred to in respectively Article 6 of Delegated Regulation (EU) 2017/79 as regards components and Article 7 thereof as regards STUs are met, the approval authority shall grant an EC type-approval and issue EC type-approval certificate and a type-approval number, which shall follow the numbering system set out in Annex VII to Directive 2007/46/EC.

A Member State shall not assign the same number to another type of STU or component.

4. The EC type-approval certificate shall be drawn up on the basis of the template set out in Part 2 of Annex II.

Article 4

EC type-approval mark

Each component or STU conforming to a type in respect of which an EC component or STU-approval has been granted pursuant to this Regulation shall bear an EC type-approval mark in accordance with the model set out in Part 3 of Annex II.

Article 5

Privacy and data protection

1. The manufacturer shall take the necessary measures to ensure that the 112-based eCall in-vehicle system or the 112-based eCall in-vehicle STU is not traceable and is not subject to any constant tracking in its normal operational status. The manufacturer shall further ensure that data in the internal memory of that system or STU is automatically and continuously removed and is not available outside the in-vehicle system or STU to any entities before the eCall is triggered.

2. The manufacturer shall inform the owner of the vehicle of the measures taken in accordance with Article 6(9) of Regulation (EU) 2015/758 by using the template set out in Part 3 of Annex I to this Regulation.

3. The manufacturer shall take appropriate safeguard measures (such as use of encryption technologies) to protect the security of personal data in the internal memory of the 112-based eCall in-vehicle system or 112-based eCall in-vehicle STU and to prevent surveillance and misuse. Such measures shall be appropriate, strictly proportionate to and necessary for the intended purpose.

Article 6

Entry into force and application

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 31 March 2018.

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

Done at Brussels, 15 July 2016.

For the Commission
The President
Jean-Claude JUNCKER

ANNEX I

Administrative documents for EC type-approval of motor vehicles with regard to the installation of 112-based eCall in-vehicle systems

PART 1

Information document

MODEL

Information document No … relating to the EC type-approval of a motor vehicle with regard to its 112-based eCall in-vehicle system.

The following information shall be supplied in triplicate and include a list of contents. Any drawings shall be supplied in appropriate scale and in sufficient detail on size A4 or on a folder of A4 format. Photographs, if any, shall show sufficient detail.

If the system, components or separate technical units referred to in this information document have electronic controls, information concerning their performance shall be supplied.

0. GENERAL

0.1. Make (trade name of manufacturer): .....

0.2. Type: .....

0.2.1. Commercial name(s) (if available): .....

0.3. Means of identification of type, if marked on the vehicle ([1]): .....

0.3.1. Location of that marking: .....

0.4. Category of vehicle ([2]): .....

0.5. Company name and address of manufacturer: .....

0.8. Name(s) and address(es) of the assembly plant(s): .....

0.9. Name and address of the manufacturer's representative (if any): .....

1. GENERAL CONSTRUCTION CHARACTERISTICS OF THE VEHICLE

1.1. Photographs and/or drawings of a representative vehicle: .....

9. BODYWORK

9.1. Type of bodywork ([4]): .....

9.10. Interior arrangements

9.10.2. Arrangement and identification of controls, tell-tales and indicators

9.10.2.1. Photographs and/or drawings of the arrangement of symbols and controls, tell-tales and indicators, in particular showing the symbol and position of the tell-tale/indicator (if any) or a description of other means used for warning the occupants of the vehicles in the event of critical failure that would result in an inability of the system to execute a 112-based eCall: .....

9.12.2. Nature and position of supplementary restraint systems (indicate yes/no/optional)

(L = left-hand side, R = right-hand side, C = centre)

		Front airbag	Side airbag	Belt pre-loading device
First row of seats	L			
	C			
	R			
Second row of seats (*)	L			
	C			
	R			

(*) The table may be extended as necessary for vehicles with more than two rows of seats or if there are more than three seats across the width of the vehicle.

9.12.4. A brief description of the electrical/electronic components (if any): .....

12. MISCELLANEOUS

12.8. eCall system

12.8.1. Presence: yes/no ([3]).

12.8.2. Technical description and/or schematic drawings: .....

12.8.3. Type-approval number (if available) of the eCall in-vehicle STU: .....

12.8.4. For eCall system not approved as STU:

12.8.4.1. Detailed description, photographs and/or drawings of the eCall system and its position on the vehicle: .....

12.8.4.2. List of the main constituent components of the eCall system: .....

12.8.4.3. Scheme of all electrical connections: .....

12.8.5. Presence of TPS eCall system: yes/no ([3]).

12.8.6. Presence of other added value services: yes/no ([3]).

12.8.7. Declaration of conformity with the standards referred to in Article 5(8) of Regulation (EU) 2015/758: yes/no ([3]).

Date, Signature

Explanatory notes

([1]) If the means of identification of type contains characters not relevant to describe the vehicle, component or separate technical unit types covered by this information document, such characters shall be represented in the documentation by the symbol '?' (e.g. ABC??123??).

([2]) As defined in Part A of Annex II to Directive 2007/46/EC.

([3]) Delete where not applicable.

([4]) Use the codes as defined in Part C of Annex II of Directive 2007/46/EC.

PART 2

EC type-approval certificate

MODEL

Format A4 (210 × 297 mm)

EC TYPE-APPROVAL CERTIFICATE

Stamp of type-approval authority

Communication concerning:

— EC type-approval (1)
— extension of EC type-approval (1)
— refusal of EC type-approval (1)
— withdrawal of EC type-approval (1)

of a type of vehicle with regard to the installation of 112-based eCall in-vehicle systems

with regard to Regulation (EU) 2015/758, as last amended by Regulation (EU) …/…

EC type-approval number: .....

Reason for extension: .....

SECTION I

0.1. Make (trade name of manufacturer): .....

0.2. Type: .....

0.2.1. Commercial name(s) (if available): .....

0.3. Means of identification of type if marked on the vehicle (2): .....

0.3.1. Location of that marking: .....

0.4. Category of vehicle (3): .....

0.5. Company name and address of manufacturer: .....

0.8. Name(s) and address(es) of assembly plant(s): .....

0.9. Name and address of the representative of the manufacturer (if any): .....

SECTION II

1. Additional information (where applicable): see Addendum

2. Technical service responsible for carrying out the tests: .....

3. Date of test report: .....

4. Number of test report: .....

5. Remarks (if any): see Addendum.

6. Place: .....

7. Date: .....

8. Signature: .....

Attachments: 1. Information package.
2. Test report.

Explanatory notes

(1) Delete where not applicable.

(2) If the means of identification of type contains characters not relevant to describe the vehicle, component or separate technical unit types covered by this information document, such characters shall be represented in the documentation by the symbol '?' (e.g. ABC??123??).

(3) As defined in Part A of Annex II to Directive 2007/46/EC.

Addendum

to EC type-approval certificate No …

1. Additional information

1.1. Brief description of the eCall system fitted to the vehicle: .....

1.2. Location of the eCall system: .....

1.3. Means of triggering of the eCall system: .....

1.4. Power supply of the eCall system: .....

1.5. TPS eCall system fitted on the vehicle: yes/no (1).

1.6. Other added value services: yes/no (1).

2. Type-approval number of an 112-based eCall in-vehicle STU/component (1) installed on the vehicle (if any) to comply with Regulation (EU) 2015/758 and its implementing acts: .....

3. Remarks (if any): .....

(1) Delete where not applicable.

PART 3

User Information Template

The technical documentation handed over together with the vehicle (owner's manual) shall contain clear, comprehensive and easily accessible information on the 112-based eCall in-vehicle system of the vehicle and on the way it operates, as well as regarding any third party service supported eCall system (TPS system) or other added value services fitted on that vehicle and their additional functionalities.

Differences existing between the data processing carried out through the 112-based eCall in-vehicle system and the TPS system or other added value service, if available, shall be clearly spelt out.

The information on privacy and data protection shall be provided separately for the 112-based and the TPS systems prior to their use in order to avoid any confusion as to the purposes pursued and the added value of the data processing.

This template lays down the minimum required information to be provided to the user and may be complemented by other appropriate information having regard to the specific circumstances in which the data is collected or processed.

1. DESCRIPTION OF THE ECALL IN-VEHICLE SYSTEM

1.1. Overview of the 112-based eCall in-vehicle system, its operation and functionalities: .....

1.2. The 112-based eCall service is a public service of general interest and is accessible free of charge.

1.3. The 112-based eCall in-vehicle system is activated by default. It is activated automatically by means of in-vehicle sensors in the event of a severe accident. It will also be triggered automatically when the vehicle is equipped with a TPS system which does not function in the event of a severe accident.

1.4. The 112-based eCall in-vehicle system can also be triggered manually, if needed. Instructions for manual activation of the system: .....

1.5. In the event of a critical system failure that would disable the 112-based eCall in-vehicle system, the following warning will be given to the occupants of the vehicle: .....

2. INFORMATION ON DATA PROCESSING

2.1. Any processing of personal data through the 112-based eCall in-vehicle system shall comply with the personal data protection rules provided for in Directives 95/46/EC [1] and 2002/58/EC [2] of the European Parliament and of the Council, and in particular, shall be based on the necessity to protect the vital interests of the individuals in accordance with Article 7(d) of Directive 95/46/EC [3].

2.2. Processing of such data is strictly limited to the purpose of handling the emergency eCall to the single European emergency number 112.

2.3. **Types of data and its recipients**

2.3.1. The 112-based eCall in-vehicle system may collect and process only the following data:

— Vehicle Identification Number

— Vehicle type (passenger vehicle or light commercial vehicle)

[1] Directive 95/46/EC of the European Parliament and of the Council of 24 October 1995 on the protection of individuals with regard to the processing of personal data and on the free movement of such data (OJ L 281, 23.11.1995, p. 31).

[2] Directive 2002/58/EC of the European Parliament and of the Council of 12 July 2002 concerning the processing of personal data and the protection of privacy in the electronic communications sector (Directive on privacy and electronic communications) (OJ L 201, 31.7.2002, p. 37).

[3] Directive 95/46/EC is repealed by Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data (General Data Protection Regulation) (OJ L 119, 4.5.2016, p. 1). The Regulation applies from 25 May 2018.

— Vehicle propulsion storage type (gasoline/diesel/CNG/LPG/electric/hydrogen)

— Vehicle last three locations and direction of travel

— Log file of the automatic activation of the system and its timestamp

— Any additional data (if applicable): .....

2.3.2. Recipients of data processed by the 112-based eCall in-vehicle system are the relevant public safety answering points designated by the respective public authorities of the country on which territory they are located, to first receive and handle eCalls to the single European emergency number 112.

Additional information (if available): .....

2.4. **Arrangements for data processing**

2.4.1. The 112-based eCall in-vehicle system is designed in such a way as to ensure that the data contained in the system memory is not available outside the system before an eCall is triggered.

Additional remarks (if any): .....

2.4.2. The 112-based eCall in-vehicle system is designed in such a way as to ensure that it is not traceable and not subject to any constant tracking in its normal operation status.

Additional remarks (if any): .....

2.4.3. The 112-based eCall in-vehicle system is designed in such a way as to ensure that data in the system internal memory is automatically and continuously removed.

2.4.3.1. The vehicle location data is constantly overwritten in the internal memory of the system so as always to keep maximum of the last three up-to-date locations of the vehicle necessary for the normal functioning of the system.

2.4.3.2. The log of activity data in the 112-based eCall in-vehicle system is kept for no longer than necessary for attaining the purpose of handling the emergency eCall and in any case not beyond 13 hours from the moment an emergency eCall was initiated.

Additional remarks (if any): .....

2.5. **Modalities for exercising data subject's rights**

2.5.1. The data subject (the vehicle's owner) has a right of access to data and as appropriate to request the rectification, erasure or blocking of data, concerning him or her, the processing of which does not comply with the provisions of Directive 95/46/EC. Any third parties to whom the data have been disclosed have to be notified of such rectification, erasure or blocking carried out in compliance with this Directive, unless it proves impossible or involves a disproportionate effort.

2.5.2. The data subject has a right to complain to the competent data protection authority if he or she considers that his or her rights have been infringed as a result of the processing of his or her personal data.

2.5.3. Contact service responsible for handling access requests (if any): .....

3. INFORMATION ON THIRD PARTY SERVICES AND OTHER ADDED VALUE SERVICES (IF FITTED)

3.1. Description of the operation and the functionalities of the TPS system/added value service: .....

3.2. Any processing of personal data through the TPS system/other added value service shall comply with the personal data protection rules provided for in Directives 95/46/EC and 2002/58/EC.

3.2.1. Legal basis for the use of TPS system and/or added value services and for processing data through them: .....

3.3. The TPS system and/or other added value services shall process personal data only on the base of the explicit consent of the data subject (the vehicle's owner or owners).

3.4. Modalities for data processing through TPS system and/or other added value services, including any necessary additional information regarding traceability, tracking and processing of personal data: .....

3.5. The owner of a vehicle equipped with a TPS eCall system and/or other added value service in addition to the 112-based eCall in-vehicle system has the right to choose to use the 112-based eCall in-vehicle system rather than the TPS eCall system and the other added value service.

3.5.1. Contact details for handling TPS eCall system deactivation requests: .....

ANNEX II

Administrative documents for EC type-approval of 112-based eCall in-vehicle STU or 112-based eCall in-vehicle system component

PART 1

Information document

MODEL

Information document No … relating to the EC type-approval of a 112-based eCall in-vehicle STU or 112-based eCall in-vehicle system component ([3]).

The following information shall be supplied in triplicate and include a list of contents. Any drawings shall be supplied in appropriate scale and in sufficient detail on size A4 or on a folder of A4 format. Photographs, if any, shall show sufficient detail.

If the separate technical unit or component referred to in this information document have electronic controls, information concerning their performance shall be supplied.

0. GENERAL

0.1. Make (trade name of manufacturer): .....

0.2. Type: .....

0.3. Means of identification of type, if marked on the Separate Technical Unit ([1]): .....

0.3.1. Location of that marking: .....

0.4. In case of STU, intended for category of vehicle ([2]): .....

0.5. Company name and address of manufacturer: .....

0.7. Location and method of affixing of the EC approval mark: .....

0.9. Name and address of the manufacturer's representative (if any): .....

12.8. eCall system

12.8.2. Technical description and/or schematic drawings: .....

12.8.3.1. Photographs and/or drawings in sufficient detail and to an appropriate scale to enable the STU or component to be identified. The drawings must show the intended position of the STU or component on the vehicle and the space intended for the EC type-approval mark of the STU or component: .....

12.8.3.1.1. Instructions for installation in the vehicle, including the position and orientation of the 112-based eCall in-vehicle system component: .....

12.8.3.1.2. Location and method of mounting the 112-based eCall in-vehicle STU in the vehicle: .....

12.8.3.2. List of the main constituent parts of the STU or component: .....

12.8.7. Declaration of conformity with the standards referred to in Article 5(8) of Regulation (EU) 2015/758: yes/no ([3]).

Explanatory notes

([1]) If the means of identification of type contains characters not relevant to describe the vehicle, component or separate technical unit types covered by this information document, such characters shall be represented in the documentation by the symbol '?' (e.g. ABC??123??).

([2]) As defined in Section A of Annex II to Directive 2007/46/EC.

([3]) Delete where not applicable.

PART 2

EC type-approval certificate

MODEL

Format A4 (210 × 297 mm)

EC TYPE-APPROVAL CERTIFICATE

Stamp of type-approval authority

Communication concerning:

— EC type-approval ([1])
— extension of EC type-approval ([1])
— refusal of EC type-approval ([1])
— withdrawal of EC type-approval ([1])

of 112-based eCall in-vehicle STU/ 112-based eCall in-vehicle system component ([1])

with regard to Regulation (EU) 2015/758.

EC type-approval number: .....

Reason for extension: .....

SECTION I

0.1. Make (trade name of manufacturer): .....

0.2. Type: .....

0.3. Means of identification of type if marked on the separate technical unit/component ([2]): .....

0.3.1. Location of that marking: .....

0.4. In case of separate technical unit, intended for category of vehicle ([3]): .....

0.5. Name and address of manufacturer: .....

0.7. Location and method of affixing of the EC approval mark: .....

0.9. Name and address of the manufacturer's representative (if any): .....

SECTION II

1. Additional information (where applicable): see Addendum

2. Technical service responsible for carrying out the tests: .....

3. Date of test report: .....

4. Number of test report: .....

([1]) Delete where not applicable.
([2]) If the means of identification of type contains characters not relevant to describe the vehicle, component or separate technical unit types covered by this information document, such characters shall be represented in the documentation by the symbol '?' (e.g. ABC??123??).

5. Remarks (if any): see Addendum.

6. Place: .....

7. Date: .....

8. Signature: .....

Attachments: 1. Information package.
2. Test report.

Addendum

to EC type-approval certificate No …

1. Additional information

1.1. Brief description of the 112-based eCall in-vehicle STU/112-based eCall in-vehicle system component ([1]): .....

1.1.1. Instructions for installation in the vehicle, including the position and orientation of the 112-based eCall in-vehicle system component: .....

1.1.2. Example of the EC type-approval marking on the 112-based eCall in-vehicle STU/112-based eCall in-vehicle system component ([1]): .....

1.2. Location and method of mounting of the eCall separate technical unit in the vehicle: .....

1.3. Means of triggering: .....

1.4. Power supply: .....

2. The 112-based eCall in-vehicle system component complies with the technical requirements set out in Annex I to Commission Delegated Regulation (EU) 2017/79. In addition, it also complies with the technical requirements covered by:

2.1. Annex IV to Delegated Regulation (EU) 2017/79: yes/no ([1]).

2.2. Annex VI to Delegated Regulation (EU) 2017/79: yes/no ([1]).

2.3. Annex VII to Delegated Regulation (EU) 2017/79: yes/no ([1]).

3. Remarks (if any): .....

([1]) Delete where not applicable.

PART 3

EC type-approval mark for STUs and components

1. The EC component and separate technical unit type-approval mark shall consist of:

1.1. A rectangle surrounding the lower-case letter 'e' followed by the distinguishing number of the Member State which has granted the EC component or separate technical unit type-approval:

1	for Germany	12	for Austria	26	for Slovenia
2	for France	13	for Luxembourg	27	for Slovakia
3	for Italy	17	for Finland	29	for Estonia
4	for the Netherlands	18	for Denmark	32	for Latvia
5	for Sweden	19	for Romania	34	For Bulgaria
6	for Belgium	20	for Poland	36	For Lithuania
7	for Hungary	21	for Portugal	49	For Cyprus
8	for the Czech Republic	23	for Greece	50	For Malta
9	for Spain	24	for Ireland		
11	for the United Kingdom	25	for Croatia		

1.2. In the vicinity of the rectangle the 'base approval number' contained in Section 4 of the type-approval number preceded by the two figures indicating the sequence number assigned to this Regulation. The sequence number is '00' at present.

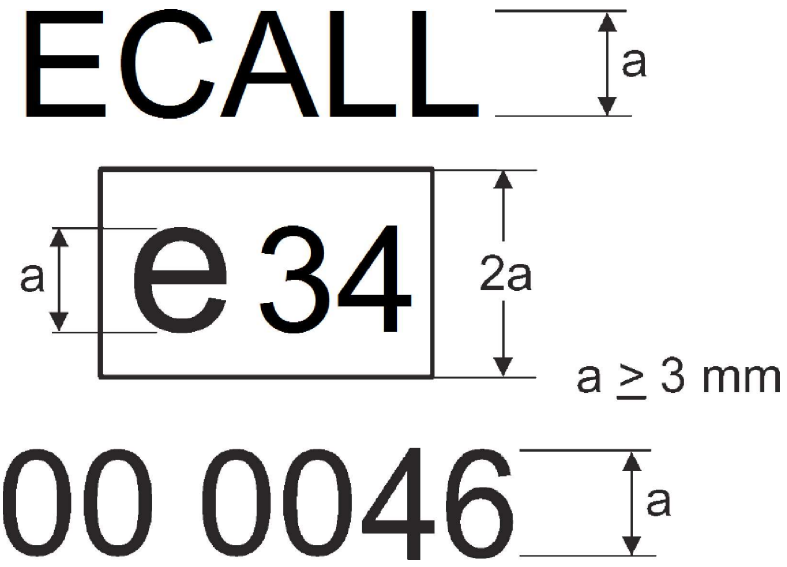
1.3. In case of a 112-based eCall in-vehicle STU, in the vicinity of the rectangle the sequence number shall be preceded by the symbol 'ECALL'.

2. The EC type-approval mark is affixed to a main part of the 112-based eCall in-vehicle STU or 112-based eCall in-vehicle system component in such a way as to be indelible as well as clearly and easily legible.

3. Example of EC type-approval marks for 112-based eCall in-vehicle STUs and 112-based eCall in-vehicle system components is shown respectively in Figure 1 and Figure 2.

Figure 1

Example of EC type-approval mark for 112-based eCall in-vehicle STUs

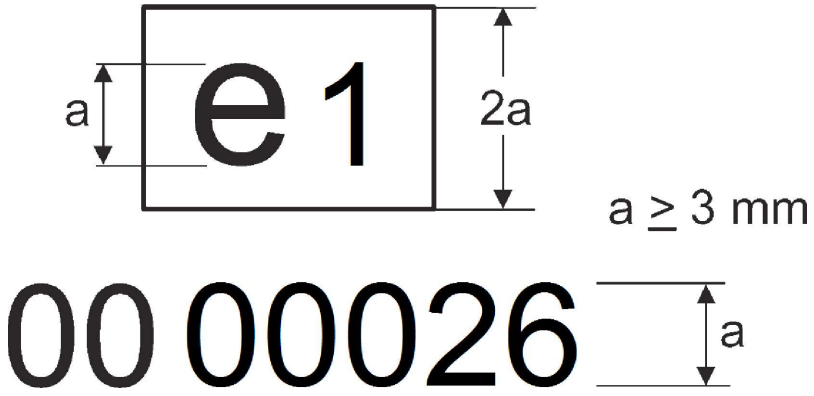


Explanatory note

Legend The EC separate technical unit type-approval was issued by Bulgaria under number 0046. The first two digits '00' indicate that the separate technical unit was approved according to this Regulation.

Figure 2

Example of EC type-approval mark for 112-based eCall in-vehicle system components



Explanatory note

Legend The EC component type-approval was issued by Germany under number 00026. The first two digits '00' indicate that the component was approved according to this Regulation.

COMMISSION DELEGATED REGULATION (EU) 2017/79

of 12 September 2016

establishing detailed technical requirements and test procedures for the EC type-approval of motor vehicles with respect to their 112-based eCall in-vehicles systems, of 112-based eCall in-vehicle separate technical units and components and supplementing and amending Regulation (EU) 2015/758 of the European Parliament and of the Council with regard to the exemptions and applicable standards

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

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

Having regard to Regulation (EU) 2015/758 of the European Parliament and of the Council of 29 April 2015 concerning type-approval requirements for the deployment of the eCall in-vehicle system based on the 112 service and amending Directive 2007/46/EC ([1]), and in particular Article 2(2), Article 5(8) and (9) and Article 6(12) thereof,

Whereas:

(1) Regulation (EU) 2015/758 lays down a general obligation for new types of vehicles of categories M_1 and N_1 to be equipped with 112-based eCall in-vehicle systems as of 31 March 2018.

(2) It is necessary to set out the detailed technical requirements and test procedures for the approval of motor vehicles with respect to their 112-based eCall in-vehicle systems. The test procedures also allow for testing and approval of 112-based eCall in-vehicle separate technical units ('STUs') and components intended for fitment in motor vehicles or for integration in 112-based eCall in-vehicle systems.

(3) Tests should be carried out by technical services in their capacity as foreseen in Directive 2007/46/EC of the European Parliament and of the Council ([2]) that establishes the general framework for the EC type-approval of motor vehicles and defines the roles and responsibilities of all the actors involved at different stages of the approval process.

(4) Tests and requirements should be designed in such a way that duplicated testing is avoided. In addition, some flexibility is required regarding special purpose vehicles that are built in multiple stages in accordance with Directive 2007/46/EC as they are exempted from the frontal and lateral collision requirements under UNECE Regulations 94 and 95. For that reason, the approval granted at a previous stage of the process to the base vehicle with respect to the 112-based eCall in-vehicle system should remain valid, unless the system or its sensors were modified after the approval.

(5) There are cases where certain classes of vehicles cannot for technical reasons be fitted with an appropriate eCall triggering mechanism and should be exempted from the requirements of Regulation (EU) 2015/758. Following an assessment of the costs and benefits carried out by the Commission and taking into account the relevant safety and technical aspects, those classes of vehicles are identified and included in a list established in Annex IX.

(6) The 112-based eCall in-vehicle system needs to remain functional after a severe accident. An automatic eCall is most beneficial in a high-severity collision where the risk of occupants of the vehicle being incapacitated and not able to call for assistance without an eCall system is highest. The 112-based eCall in-vehicle systems, components and STUs should therefore be tested to verify their sustained functionality after being subjected to inertial loads similar to those that may occur during a severe vehicle crash.

([1]) OJ L 123, 19.5.2015, p. 77.
([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).

(7) The post-crash functioning and automatic triggering of the 112-based eCall in-vehicle system should also be ensured at vehicle level. A full-scale impact test procedure should therefore be set out to verify that the vehicle is constructed in such a way that its 112-based eCall in-vehicle system survives a frontal and side collision in its original mounting situation and configuration.

(8) The core functionality of a 112-based eCall in-vehicle system is not only to notify the Public Safety Answering Point ('PSAP') of an accident, but also to establish a voice connection between occupants of the vehicle and a PSAP operator. The audio equipment of the 112-based eCall in-vehicle system should therefore be tested after the full-scale crash tests to guarantee that it does not suffer loudness reduction or distortions that make voice communication impossible.

(9) Where a 112-based eCall in-vehicle system is approved for use in conjunction with a system providing third party services ('TPS system'), it should be ensured that only one of those systems is active at a time and that the 112-based eCall in-vehicle system is triggered automatically when the TPS system does not function. The manufacturer of vehicles fitted with 112-based eCall in-vehicle system and TPS system should explain the fall-back procedure built-in the TPS system and describe the principles of the changeover mechanism between the TPS system and the 112-based eCall in-vehicle system.

(10) To ensure the provision of accurate and reliable position information, the 112-based eCall in-vehicle system should be able to use the positioning services provided by the Galileo and the EGNOS systems.

(11) The 112-based eCall in-vehicle system should warn the occupants of a vehicle in the event the system is unable to execute an emergency call. A procedure should therefore be set out for the verification of the self-testing of the system and of its compliance with the malfunction indication requirements.

(12) Manufacturers should ensure that the 112-based eCall in-vehicle systems are not traceable and not subject to any constant tracking. For that purpose, a test procedure should be set out to verify that the 112-based eCall in-vehicle system is not available for communication with the PSAP before the eCall is triggered.

(13) Any data processed through the 112-based eCall in-vehicle system must be adequate, relevant and proportionate to the purposes for which those data are collected and processed. To that end, appropriate procedures should be laid down to verify that the data in the internal memory of the system are automatically and continuously removed and are not retained longer than necessary for the purpose of handling the emergency call.

(14) The versions of the applicable standards on which the requirements for eCall are based should be updated.

(15) Vehicle manufacturers should be given sufficient time to adapt to the technical requirements for the approval of 112-based eCall in-vehicle systems. The Member States should also be given sufficient time to deploy on their territory the PSAP infrastructure required for the proper receipt and handling of emergency calls. For that reason, the date of application of this Regulation should be the same as the date of compulsory application of the 112-based eCall in-vehicle systems in accordance with Regulation (EU) 2015/758,

HAS ADOPTED THIS REGULATION:

Article 1

Subject matter

This Regulation establishes detailed technical requirements and test procedures for the EC type-approval of the vehicles referred to in Article 2 of Regulation (EU) 2015/758 in respect of their 112-based eCall in-vehicle systems and of 112-based eCall in-vehicle separate technical units ('STUs') and components.

Article 2

Classes of vehicles exempted from the requirement to be equipped with a 112-based eCall in-vehicle system

The classes of vehicles which for technical reasons cannot be fitted with an appropriate eCall triggering mechanism and for that reason are exempted from the requirement to be equipped with a 112-based eCall in-vehicle system are listed in Annex IX.

Article 3

Multi-stage approval of special purpose vehicles

In case of multi-stage type-approval of the special purpose vehicles defined in points 5.1 and 5.5 of part A of Annex II to Directive 2007/46/EC, the type-approval granted at a previous stage in respect of the installation of a 112-based eCall in-vehicle system in the (base) vehicle shall remain valid, provided that the 112-based eCall in-vehicle system and the relevant sensors are not modified.

Article 4

Definitions

For the purposes of this Regulation the following definitions shall apply:

(1) 'vehicle type with regard to the installation of a 112-based eCall in-vehicle system' means motor vehicles that do not differ in such essential respects as the characteristics of the integration within the vehicle as well as the functionality and capability of essential hardware deploying an in-vehicle emergency call.

(2) 'type of 112-based eCall in-vehicle STU' means a combination of specific hardware which does not differ in such essential respects as the characteristics, functionality and capability of deploying an in-vehicle emergency call when installed in a motor vehicle.

(3) 'type of 112-based eCall in-vehicle system component' means specific hardware which does not differ in such essential respects as the characteristics, functionality and capability of facilitating the deployment of an in-vehicle emergency call when integrated in a 112-based eCall in-vehicle STU or 112-based eCall in-vehicle system.

(4) 'representative arrangement of parts' means all parts required by the 112-based eCall in-vehicle system to successfully populate and transmit in an in-vehicle emergency call the minimum set of data referred to in the standard EN 15722:2015 'Intelligent transport systems — eSafety — eCall minimum set of data' ('MSD') including the control module, the power source, the mobile network communication module, the Global Navigation Satellite System receiver and the external Global Navigation Satellite System antenna and their connectors and wiring;

(5) 'control module' means a component of the e-Call in-vehicle system designed to ensure the combined functioning of all modules, components and features of the system;

(6) 'power source' means the component that supplies power to the 112-based e-Call in-vehicle system, including a back-up source if fitted, which feeds the system after the test referred to in point 2.3 of Annex I;

(7) 'eCall log file' means any record generated at the moment of an automatic or manual eCall activation which is stored within the internal memory of the 112-based eCall in-vehicle system and consists only of the MSD;

(8) 'Global Navigation Satellite System' ('GNSS') means an infrastructure composed of a constellation of satellites and a network of ground stations, which provides accurate timing and geolocation information to users having an appropriate receiver;

(9) 'Satellite-Based Augmentation System' ('SBAS') means a regional navigation satellite system for monitoring and correcting signals emitted by existing global satellite navigation systems, giving the users better performance in terms of accuracy and integrity;

(10) 'cold start mode' means the condition of a GNSS receiver when position, velocity, time, almanac and ephemeris data are not stored in the receiver and therefore the navigation solution is to be calculated by means of a full sky search;

(11) 'up-to-date location' means the last known vehicle position determined at the latest moment possible before generation of the MSD.

Article 5

Requirements and test procedures for EC type-approval of motor vehicles with regard to the installation of 112-based eCall in-vehicle systems

1. EC type-approval of a vehicle with regard to the installation of a 112-based eCall in-vehicle system shall be subject to the vehicle and its system passing the tests laid down in Annexes I to VIII and complying with the relevant requirements laid down in those Annexes.

2. Where the motor vehicle is fitted with a type of 112-based eCall in-vehicle STU that has been type-approved in accordance with Article 7, the vehicle and its system shall have to pass the tests laid down in Annexes II, III and V and to comply with all relevant requirements laid down in those Annexes.

3. Where the 112-based eCall in-vehicle system of the motor vehicle comprises one or more components that have been type-approved in accordance with Article 6, the motor vehicle and its system shall have to pass the tests laid down in Annexes I to VIII and to comply with all relevant requirements laid down in those Annexes. The assessment of whether the system complies with those requirements may however partly be based on the results of the tests referred to in Article 6(3).

Article 6

Requirements and test procedures for EC type-approval of 112-based eCall in-vehicle system components

1. EC type-approval of a 112-based eCall in-vehicle system component shall be subject to the component passing the tests laid down in Annex I and complying with the relevant requirements in that Annex.

2. For the purposes of paragraph 1, only the verification procedure for components laid down in point 2.8 of Annex I shall apply after the individual parts are subjected to the test referred to in point 2.3 of this Annex.

3. Upon request of the manufacturer, a component may additionally be tested by the technical service for compliance with the requirements set out in Annexes IV, VI and VII that are relevant to the functionalities of the component. Compliance with those requirements shall be indicated on the type-approval certificate issued in accordance with Article 3(3) of Commission Implementing Regulation (EU) 2017/78 ([1]).

Article 7

Requirements and test procedures for EC type-approval of 112-based eCall in-vehicle STUs

1. EC type-approval of a 112-based eCall in-vehicle STU shall be subject to the STU passing the tests laid down in Annexes I, IV, VI, VII and VIII and complying with the relevant requirements laid down in those Annexes.

2. Where the 112-based eCall in-vehicle STU comprises one or more components that have been type-approved in accordance with Article 6, the STU shall have to pass the tests laid down in Annexes I, IV, VI, VII and VIII and to comply with all relevant requirements laid down in those Annexes. The assessment of whether the STU complies with those requirements may however partly be based on the results of the test referred to in Article 6(3).

Article 8

Obligations of the Member States

Member States shall refuse to grant EC type-approval for new types of motor vehicles that do not comply with the requirements set out in this Regulation.

([1]) Commission Implementing Regulation (EU) 2017/78 of 15 July 2016 establishing administrative provisions for the EC type-approval of motor vehicles with respect to their 112-based eCall in-vehicle systems and uniform conditions for the implementation of Regulation (EU) 2015/758 of the European Parliament and of the Council with regard to the privacy and data protection of users of such systems (see page 26 of this Official Journal).

Article 9

Amendments to Regulation (EU) 2015/758

The second subparagraph of Article 5(8) of Regulation (EU) 2015/758 is replaced by the following:

'The technical requirements and tests referred to in the first subparagraph shall be based on the requirements set out in paragraphs 2 to 7 and on the available standards relating to eCall, where applicable, including:

(a) EN 16072:2015 "Intelligent transport systems — eSafety — Pan-European eCall operating requirements";

(b) EN 16062:2015 "Intelligent transport systems — eSafety — eCall high level application requirements (HLAR)";

(c) EN 16454:2015 "Intelligent transport systems — ESafety — Ecall end to end conformance testing";

(d) EN 15722:2015 "Intelligent transport systems — eSafety — eCall minimum set of data (MSD)";

(e) EN 16102:2011 "Intelligent transport systems — eCall — Operating requirements for third party support";

(f) any additional European standards relating to the eCall system adopted in conformity with the procedures laid down in Regulation (EU) No 1025/2012 of the European Parliament and of the Council (*), or Regulations of the United Nations Economic Commission for Europe (UNECE Regulations) relating to eCall systems to which the Union has acceded.

(*) 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 (OJ L 316, 14.11.2012, p. 12).'

Article 10

Entry into force and application

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 31 March 2018.

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

Done at Brussels, 12 September 2016.

For the Commission
The President
Jean-Claude JUNCKER

TABLE OF CONTENTS

ANNEX I

Technical requirements and procedures for testing the resistance of eCall in-vehicle systems to severe crashes (high-severity deceleration test)

1. Requirements

1.1. Performance requirements

1.1.1. The high-severity deceleration test of eCall in-vehicle systems, STUs and components, carried out in accordance with point 2, shall be considered satisfactory if the following requirements are demonstrated post-deceleration/acceleration event.

1.1.2. MSD emission and encoding: The eCall system or representative arrangement shall be able to successfully transmit an MSD to a PSAP test point.

1.1.3. Incident time determination: The eCall system or representative arrangement shall be able to determine an up-to-date timestamp for an eCall incident.

1.1.4. Position determination: The eCall system or representative arrangement shall be able to determine accurately the up-to-date vehicle location.

1.1.5. Mobile network connectivity: The eCall system or representative arrangement shall be able to connect to and transmit data via the mobile network.

2. Test procedure

2.1. Purpose of the high-severity deceleration test procedure

The purpose of this test is to verify the sustained functionality of the 112-based eCall system after being subjected to inertial loads which may occur during a severe vehicle crash.

2.2. The following tests shall be performed on a representative arrangement of parts (without a vehicle body).

2.2.1. A representative arrangement shall include all parts required by the eCall system to successfully populate and transmit the MSD in an eCall.

2.2.2. This shall include the control module and the power source and any other parts required to perform the test eCall.

2.2.3. This shall include the external antenna for mobile communication.

2.2.4. The wiring harness may be represented only by the relevant connectors (connected to the tested components) and a length of wire. The length of the wiring harness and its eventual fixation can be decided by the manufacturer in agreement with the technical service referred to in Article 3(31) of Directive 2007/46/EC so that it is representative for the different installation configurations of the eCall system.

2.3. Deceleration/acceleration procedure

2.3.1. The following conditions shall apply:

(a) The test shall be conducted at an ambient temperature of 20 ± 10 °C.

(b) At the beginning of the test, the power supply shall be charged sufficiently to allow performing the subsequent verification tests.

2.3.2. The tested parts shall be connected to the test fixture by the intended mountings provided for the purpose of attaching them to a vehicle. If the intended mountings of the power source are specifically designed to break in order to release the power source in an impact event, they shall not be included in the test. The technical service shall verify that such release in a real-life high-severity crash event shall not impair the functionality of the system (e.g. no disconnection from the power source).

2.3.3. If additional brackets or fixtures are used as part of the deceleration/acceleration facility, these shall provide a sufficiently rigid connection to the deceleration/acceleration facility to not affect the outcome of the test.

2.3.4. The eCall system shall be decelerated or accelerated in compliance with the pulse corridor that is specified in the Table and Figure. The acceleration/deceleration shall be measured at a rigid part of the deceleration/acceleration facility and filtered at CFC-60.

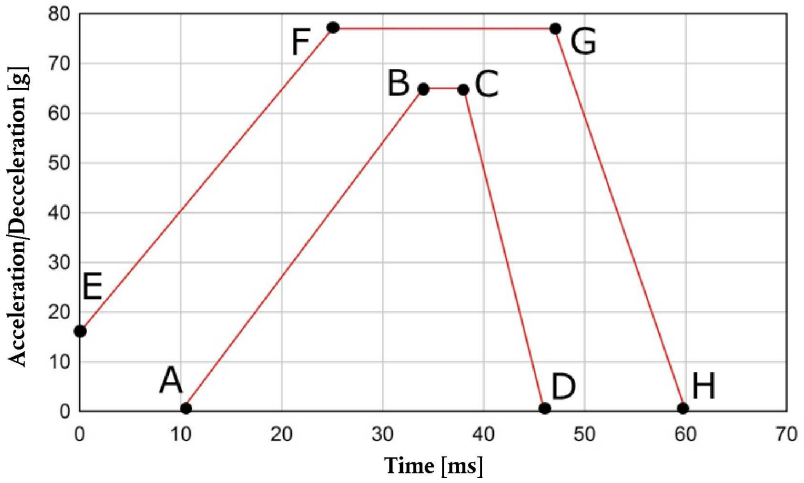
2.3.5. The test pulse shall be within the minimum and maximum values as specified in the Table. The maximum velocity change ΔV shall be 70 km/h [+ 0/– 2 km/h]. However, if with the agreement of the manufacturer, the test was performed at a higher acceleration or deceleration level, a higher ΔV and/or longer duration the test shall be considered satisfactory.

2.3.6. The parts referred to in point 2.2 shall be tested in a worst case configuration. Their position and orientation on the sled shall correspond to the installation recommendations of the manufacturer and shall be indicated in the type-approval certificate issued under Implementing Regulation (EU) 2017/78.

2.3.7. Description of the test pulse

Figure

Minimum and maximum curve of the test pulse (pulse corridor)



Table

Acceleration/deceleration values of the minimum and maximum curve of the test pulse

Point	Time (ms)	Acceleration/Deceleration (g)
A	10	0
B	34	65
C	38	65
D	46	0
E	0	16
F	25	77
G	47	77
H	60	0

2.4. Verification procedure

2.4.1. Verify that no cable connectors were unplugged during the event.

2.4.2. The performance requirements shall be verified by performing a test call using the power source subjected to the high-severity deceleration.

2.4.3. Before performing the test call, ensure that:

(a) the eCall system receives (real or simulated) GNSS signals to an extent representative of open sky conditions;

(b) the eCall system has had sufficient time in a powered state to achieve a GNSS position fix;

(c) one of the connection procedures defined in point 2.7, as agreed between the technical service and the manufacturer, will be applied for any test call;

(d) the dedicated PSAP test point is available to receive an eCall emitted by the 112-based system;

(e) a false eCall to a genuine PSAP cannot be made over the live network; and

(f) if applicable, the TPS system is deactivated or will automatically switch to the 112-based system.

2.4.4. Perform a test call (push mode) by applying a trigger according to the instructions of the manufacturer.

2.4.5. Verify each of the following items:

(a) Verify that an MSD was received by the PSAP test point. This shall be verified by a record of the PSAP test point showing that an MSD emitted from the eCall system following the trigger was received and successfully decoded. If the MSD decoding failed at redundancy version MSD rv0 but was successful at a higher redundancy version or in robust modulator mode, as defined in ETSI/TS 126 267, this is acceptable.

(b) Verify that the MSD contained an up-to-date timestamp. This shall be verified by a test record showing that the timestamp contained in the MSD received by the PSAP test point does not deviate from the exact recorded time of the trigger activation by more than 60 seconds. The transmission may be repeated if the eCall system failed to achieve a GNSS position fix before the test.

(c) Verify that the MSD contained an accurate, up-to-date location. This shall be verified in accordance with the Vehicle Location Test Procedure as defined in point 2.5 by a test record showing that the deviation between IVS location and true location, d_IVS, is less than 150 metres and the confidence bit transmitted to the PSAP test point indicates 'position can be trusted'.

2.4.6. Clear down the test call using the appropriate PSAP test point command (e.g. hang up).

2.5. Positioning test procedure

2.5.1. The sustained functionality of the GNSS components shall be verified by comparing the location input and the location output of the system.

2.5.2. The 'IVS location' (φ_{IVS}, λ_{IVS}) shall be: The location contained in an MSD transmitted to a PSAP test point while the GNSS antenna is in open sky conditions (real or simulated).

2.5.3. The 'true location' (φ_{true}, λ_{true}) shall be:

(a) the actual location of the GNSS antenna (known location or determined with another means than the eCall system), when using real GNSS signals; or

(b) the simulated location, when using simulated GNSS signals.

2.5.4. The deviation between IVS location and true location, d_{IVS} shall be calculated using the following equations:

$$\Delta\varphi = \varphi_{IVS} - \varphi_{true}$$

$$\Delta\lambda = \lambda_{IVS} - \lambda_{true}$$

$$\varphi_m = \frac{\varphi_{IVS} + \varphi_{true}}{2}$$

$$d_{IVS} = R\sqrt{(\Delta\varphi)^2 + (\cos(\varphi_m)\Delta\lambda)^2}$$

where:

$\Delta\varphi$: Difference in latitude (in radian)

$\Delta\lambda$: Difference in longitude (in radian)

Note: $1° = \frac{\pi}{180}$ rad; 1 mas = $4{,}8481368 \cdot 10^{-9}$ rad

φ_m: Mean latitude (in unit suitable for the cosine calculation)

R: Radius of the earth (mean) = 6 371 009 metres

2.5.5. The positioning test procedure may be repeated if the eCall system failed to achieve a GNSS position fix before the test.

2.6. Antenna test procedure

2.6.1. If the connection procedure applied for the test call did not make use of over-the-air data transmission, the sustained functionality of the mobile network antenna shall be verified by checking the antenna tuning status after the deceleration event according to the following procedure.

2.6.2. Measure the voltage standing wave ratio,, of the external mobile network antenna after the deceleration event at a frequency within the antenna's specified frequency band.

2.6.2.1. The measurement shall be performed with a power meter, antenna analyser or SWR meter as close as possible to the antenna feed point.

2.6.2.2. If a power meter is used, shall be calculated using the following equation:

$$VSWR = \frac{\sqrt{P_f} + \sqrt{P_r}}{\sqrt{P_f} - \sqrt{P_r}}$$

where:

P_f: Forward measured power

P_r: Reverse/reflected measured power

2.6.3. Verify that satisfies the specifications prescribed by the manufacturer for new antennas.

2.7. Connection procedures

2.7.1. Simulated Mobile Network Procedure

2.7.1.1. It shall be ensured that a TS12 call emitted by the 112-based system will be performed over-the-air via a non-public (i.e. simulated) mobile network and routed to the dedicated PSAP test point.

2.7.1.2. The dedicated PSAP test point during the test procedures shall be a PSAP simulator under the control of the technical service, compliant with the applicable EN standards and certified in accordance with EN 16454. It shall be equipped with an audio interface to allow voice communication tests.

2.7.1.3. If applicable, it shall be ensured that a TS11 call emitted by the TPS system will be performed over-the-air via a non-public (i.e. simulated) mobile network and routed to the TPSP test point.

2.7.1.4. The TPSP test point shall be a dedicated TPSP answering point simulator under the control of the technical service or a genuine TPSP answering point (permission by TPSP required).

2.7.1.5. Mobile network coverage of at least – 99 dBm or equivalent is recommended for this procedure.

2.7.2. Public Mobile Network Procedure

2.7.2.1. It shall be ensured that a TS11 call to a long number will be emitted by the 112-based system (instead of a TS12 call) and will be performed over-the-air via a public mobile network and routed to the dedicated PSAP test point.

2.7.2.2. The dedicated PSAP test point during the test procedures shall be a PSAP simulator under the control of the technical service, compliant with the applicable EN standards and certified in accordance with EN 16454. It shall be equipped with an audio interface to allow voice communication tests.

2.7.2.3. If applicable, it shall be ensured that a TS11 call emitted by the TPS system will be performed over-the-air via a public mobile network and routed to the TPSP test point.

2.7.2.4. The TPSP test point shall be a dedicated TPSP answering point simulator under the control of the technical service or a genuine TPSP answering point (permission by TPSP required).

2.7.2.5. Mobile network coverage of at least – 99 dBm or equivalent is recommended for this procedure.

2.7.3. Wired Transmission Procedure

2.7.3.1. It shall be ensured that a TS12 call emitted by the 112-based system will only be performed via a wired connection with a dedicated network simulator (bypassing any mobile network antenna) and routed to the dedicated PSAP test point.

2.7.3.2. The dedicated PSAP test point during the test procedures shall be a PSAP simulator under the control of the technical service, compliant with the applicable EN standards and certified in accordance with EN 16454. It shall be equipped with an audio interface to allow voice communication tests.

2.7.3.3. If applicable, it shall be ensured that a TS11 call emitted by the TPS system will be performed via a wired connection with a dedicated network simulator (bypassing any mobile network antenna) and routed to the dedicated TPSP test point.

2.7.3.4. The TPSP test point shall be a dedicated TPSP answering point simulator under the control of the technical service or a genuine TPSP answering point (permission by TPSP required).

2.8. Verification procedures for components

2.8.1. These procedures shall apply for the purposes of type-approval of a 112-based eCall in-vehicle system component in accordance with Article 5 of this Regulation.

2.8.1.1. These procedures shall apply after the individual parts are subjected to the deceleration test under point 2.3 of this Annex.

2.8.2. Control module including its connectors and wire harness as described in point 2.2.4 of this Annex.

2.8.2.1. Verify that no cable connectors are unplugged during the event.

2.8.2.2. The performance requirements shall be verified by performing a test call.

2.8.2.3. Before performing the test call, ensure that:

(a) the eCall system receives (real or simulated) GNSS signals to an extent representative of open sky conditions;

(b) the eCall system has had sufficient time in a powered state to achieve a GNSS position fix;

(c) one of the connection procedures defined in point 2.7, as agreed between the technical service and the manufacturer, will be applied for any test call;

(d) the dedicated PSAP test point is available to receive an eCall emitted by the 112-based system;

(e) a false eCall to a genuine PSAP cannot be made over the live network; and

(f) if applicable, the TPS system is deactivated or will automatically switch to the 112-based system.

2.8.2.4. Perform a test call (push mode) by applying a trigger according to the instructions of the manufacturer.

2.8.2.5. Verify each of the following items:

(a) Verify that an MSD was received by the PSAP test point. This shall be verified by a record of the PSAP test point showing that an MSD emitted from the eCall system following the trigger was received and successfully decoded. If the MSD decoding failed at redundancy version MSD rv0 but was successful at a higher redundancy version or in robust modulator mode, as defined in ETSI/TS 126 267, this is acceptable.

(b) Verify that the MSD contained an up-to-date timestamp. This shall be verified by a test record showing that the timestamp contained in the MSD received by the PSAP test point does not deviate from the exact recorded time of the trigger activation by more than 60 seconds. The transmission may be repeated if the eCall system failed to achieve a GNSS position fix before the test.

(c) Verify that the MSD contained an accurate, up-to-date location. This shall be verified in accordance with the Vehicle Location Test Procedure as defined in point 2.5 by a test record showing that the deviation between IVS location and true location, d_{IVS}, is less than 150 metres and the confidence bit transmitted to the PSAP test point indicates 'position can be trusted'.

2.8.2.6. Clear down the test call using the appropriate PSAP test point command (e.g. hang up).

2.8.3. Mobile network antenna including its connectors and wire harness as described in point 2.2.4 of this Annex

2.8.3.1. Verify that no cable connectors were unplugged during the event.

2.8.3.2. Measure the voltage standing wave ratio, VSWR, of the external mobile network antenna after the deceleration event at a frequency within the antenna's specified frequency band.

2.8.3.3. The measurement shall be performed with a power meter, antenna analyser or SWR meter as close as possible to the antenna feed point.

2.8.3.4. If a power meter is used, VSWR shall be calculated using the following equation:

$$VSWR = \frac{\sqrt{P_f} + \sqrt{P_r}}{\sqrt{P_f} - \sqrt{P_r}}$$

where:

P_f: Forward measured power

P_r: Reverse/reflected measured power

2.8.3.5. Verify that VSWR satisfies the specifications prescribed by the manufacturer for new antennas.

2.8.4. Power supply (if not part of the control module) including its connectors and wire harness as described in point 2.2.4 of this Annex

2.8.4.1. Verify that no cable connectors are unplugged during the event.

2.8.4.2. Measure if the voltage corresponds to the manufacturer's specification.

ANNEX II

Full-scale impact test assessment

1. Requirements

1.1. Performance requirements

1.1.1. The full-scale impact assessment of vehicles with eCall in-vehicle systems installed, carried out in accordance with point 2, shall be considered satisfactory if the following requirements are demonstrated post-impact.

1.1.2. Automatic triggering: The eCall system shall automatically initiate an eCall after an impact in accordance with UN Regulation No 94 (Annex 3) as well as UN Regulation No 95 (Annex 4), as applicable.

1.1.3. Call status indication: The eCall system shall inform the occupants about the current status of the eCall (status indicator) using a visual and/or audible signal.

1.1.4. MSD emission and encoding: The eCall system shall be able to successfully transmit an MSD to a PSAP test point via the mobile network.

1.1.5. Vehicle-specific data determination: The eCall system shall be able to populate accurately the mandatory vehicle-specific data fields of the MSD.

1.1.6. Position determination: The eCall system shall be able to determine accurately the up-to-date vehicle location.

2. Test procedure

2.1. Purpose of the full-scale impact test procedure

The purpose of this test is to verify the automatic triggering function and the sustained functionality of the 112-based eCall in-vehicle system in vehicles that are subjected to a frontal impact or a side impact.

2.2. The following tests shall be performed on a vehicle with an eCall in-vehicle system installed.

2.3. Impact test procedure

2.3.1. Impact tests shall be carried out in accordance with the tests defined in UN Regulation No 94, Annex 3 for frontal impact as well as UN Regulation No 95, Annex 4 for side impact, as applicable.

2.3.2. The test conditions defined in UN Regulation No 94 or UN Regulation No 95 shall apply.

2.3.3. Before performing the impact tests, ensure that:

(a) the in-vehicle power source, if installed for the test, is charged according to the specifications of the manufacturer at the beginning of the test to allow performing the subsequent verification tests;

(b) the automatic eCall is enabled and armed and that the vehicle ignition or master control switch is activated;

(c) one of the connection procedures defined in point 2.7, as agreed between the technical service and the manufacturer, will be applied for any test call;

(d) the dedicated PSAP test point is available to receive an eCall emitted by the 112-based system;

(e) a false eCall to a genuine PSAP cannot be made over the live network; and

(f) if applicable, the TPS system is deactivated or will automatically switch to the 112-based system.

2.4. Verification procedure

2.4.1. The performance requirements shall be verified by performing a test call from the vehicle after the impact using the 112-based eCall in-vehicle system: An automatically triggered eCall following the impact test.

2.4.2. Perform a test call (push mode) by applying an automatic trigger.

2.4.3. Verify each of the following items in at least one of the test calls:

(a) Verify that an eCall was triggered automatically by the full-scale impact event. This shall be verified by a record of the PSAP test point showing that it received an eCall initiation signal following the impact event and that the MSD control indicator was set to 'automatically initiated eCall'.

(b) Verify that the eCall status indicator indicated an eCall sequence following the automatic or manual trigger. This shall be verified by a record showing that an indication sequence was performed on all sensory channels specified in the manufacturer's documentation (visual and/or audible).

(c) Verify that an MSD was received by the PSAP test point. This shall be verified by a record of the PSAP test point showing that an MSD emitted from the vehicle following the automatic or manual trigger was received and successfully decoded. If the MSD decoding failed at redundancy version MSD rv0 but was successful at a higher redundancy version or in robust modulator mode, as defined in ETSI/TS 126 267, this is acceptable.

(d) Verify that the MSD contained accurate vehicle-specific data. This shall be verified by a record of the PSAP test point showing that the information transmitted in the fields regarding vehicle type, vehicle identification number (VIN) and vehicle propulsion storage type does not deviate from the information specified in the type-approval application.

(e) Verify that the MSD contained an accurate, up-to-date location. This shall be verified in accordance with the Vehicle Location Test Procedure as defined in point 2.5 of Annex I to this Regulation by a test record showing that the deviation between IVS location and true location, d_IVS, is less than 150 metres and the confidence bit transmitted to the PSAP test point indicates 'position can be trusted'. If no GNSS signals are available at the impact test location, the vehicle can be moved to an appropriate location before performing the test call.

2.4.4. Clear down the test call using the appropriate PSAP test point command (e.g. hang up).

2.4.5. If the automatic test call could not be performed successfully due to vehicle-external factors, it shall be permissible to verify the automatic trigger following the impact via the internal record transaction function of the in-vehicle system. This register shall be capable to store received trigger signals in non-volatile memory. The test engineer shall have access to the data stored in the in-vehicle system and shall verify that no record of automatic trigger signal is stored before the impact event and that a record of an automatic trigger signal is stored after the impact event.

2.4.6. If the test call was performed with the vehicle connected to an off-vehicle power supply (in cases where the impact test was carried out with the standard vehicle power supply not installed), verify that the on-board electrical system feeding the eCall in-vehicle system remained intact. This shall be verified by a record of a test engineer confirming a successful check of the integrity of the on-board electrical system including the dummy in-vehicle power source (visual inspection for mechanical damage to either the power source's mounting bracket or its structure) and the connections via its terminals.

2.5. Positioning test procedure

The positioning test procedure defined in point 2.5 of Annex I to this Regulation shall apply.

2.6. Antenna test procedure

2.6.1. If the connection procedure applied for the test call did not make use of over-the-air data transmission (point 2.7.3 of Annex I to this Regulation), the sustained functionality of the mobile network antenna shall be verified by checking the antenna tuning status after the full-scale impact test according to the procedure defined in point 2.6 of Annex I to this Regulation. In addition, it shall be verified that no wire breakage or short-circuit of the antenna feed line occurred by checking the electrical resistance between the end points of the wire and between the wire and vehicle ground.

2.7. Connection procedures

The connection procedures defined in point 2.7 of Annex I to this Regulation shall apply.

ANNEX III

Crash resistance of audio equipment

1. Requirements

1.1. Performance requirements

1.1.1. The assessment of the crash resistance of the eCall audio equipment of vehicles with eCall in-vehicle systems installed, carried out in accordance with point 2, shall be considered satisfactory if the following requirements are demonstrated post-impact as regards the frontal impact test as well as the side impact test, as applicable.

1.1.2. Reconnection of audio equipment: The eCall system shall reconnect the loudspeaker(s) and microphone(s) after being disconnected during an eCall for MSD transmission.

1.1.3. Voice communication: The eCall system shall allow hands-free voice communication (send and receive direction) of sufficient intelligibility between vehicle occupants and an operator.

2. Test procedure

2.1. Purpose of the audio equipment crash resistance test procedure

The purpose of this test is to verify that loudspeaker(s) and microphone(s) are successfully reconnected after being disconnected for MSD transmission and that the audio equipment remained functional after the vehicle has been subjected to the frontal impact or the side impact test.

2.2. The following verification test shall be performed on a vehicle with the eCall in-vehicle system installed that has been subjected to a full-scale impact according to Regulation No 94, Annex 3 for frontal impact or UN Regulation No 95, Annex 4 for side impact, as set out in point 1.1.1 above.

2.3. Overview of test procedure

2.3.1. The sustained functionality of the audio equipment shall be verified by performing a test call after the impact test and using the voice communication channel between the vehicle and the PSAP test point.

2.3.2. Two test engineers, positioned in the vehicle (near-end tester) and at the PSAP test point (far-end tester) respectively, successively transmit (read and listen) pre-defined, phonetically balanced sentences in single talk mode.

2.3.3. The testers are required to assess whether they were able to understand the meaning of the transmission in the send and receive directions.

2.4. Arrangement of testers

2.4.1. The test shall be performed in a quiet environment, with a background noise level of not more than 50 dB(A) and that is free from any noise sources that might otherwise disrupt the tests.

2.4.2. The near-end tester shall be positioned so that his head is close to a normal seating position on the driver's seat of the impacted vehicle. The tester shall use the in-vehicle audio equipment in the original arrangement.

2.4.3. The far-end tester shall be positioned away from the vehicle with sufficient separation so that speech in normal loudness from one tester cannot be understood without any aids by the other tester.

2.5. Test setup

2.5.1. Before performing the test call, ensure that:

(a) one of the connection procedures defined in point 2.7 of Annex I to this Regulation, as agreed between technical service and manufacturer, will be applied for any test call;

(b) the dedicated PSAP test point is available to receive an eCall emitted by the 112-based system;

(c) a false eCall to a genuine PSAP cannot be made over the live network;

(d) if applicable, the TPS system is deactivated or will automatically switch to the 112-based system; and

(e) the vehicle ignition or master control switch is activated.

2.5.2. Where it is possible to adapt the volume setting, the maximum volume control setting in send and receive direction at the near-end and at the far-end shall be chosen. The volume control settings at the far-end may be decreased during the test if required for better intelligibility.

2.5.3. If possible, no mobile networks that have an influence on the hands-free performance (e.g. echo, AGC, noise reduction, etc.) should be chosen for the connection. For simulated networks, if possible, DTX shall be switched off, the full rate codec shall be used (for GSM standard) and the highest bit rate of 12,2 kbit/s shall be used (for AMR codecs).

2.6. Test call

2.6.1. Perform a test call (push mode) by applying a manual trigger via the in-vehicle HMI and wait until the loudspeaker(s) and microphone(s) are reconnected for voice communication after completed MSD transmission.

2.6.2. Exchange of test messages

2.6.2.1. Receive direction

2.6.2.1.1. The far-end tester shall select and read one sentence pair of the list provided in the Appendix. The tester shall read the sentences in a normal volume as used in phone calls.

2.6.2.1.2. The near-end tester shall assess whether the voice transmission in the receive direction was intelligible: The test in receive direction is passed if the near-end tester, resting in his original seating position, was able, with any feasible effort, to understand the full meaning of the transmission.

2.6.2.1.3. If required for the assessment, the near-end tester can request from the far-end tester to transmit additional sentence pairs.

2.6.2.2. Send direction

2.6.2.2.1. The near-end tester shall select and, resting in his original seating position, read one sentence pair of the list provided in the Appendix. The tester shall read the sentences in a normal volume as used in phone calls.

2.6.2.2.2. The far-end tester shall assess whether the voice transmission in the send direction was intelligible: The test in send direction is passed if the far-end tester was able, with any feasible effort, to understand the full meaning of the transmission.

2.6.2.2.3. If required for the assessment, the far-end tester can request from the near-end tester to transmit additional sentence pairs.

2.6.3. Clear down the test call using the appropriate PSAP test point command (e.g. hang up).

2.6.4. If the requirements cannot be fulfilled due to impairments introduced by the PSAP test point or the transmission medium, the test call may be repeated, if required in an adapted test setup.

2.7. Connection procedures

2.7.1. The connection procedures defined in point 2.7 of Annex I to this Regulation shall apply.

Appendix

Test sentences

1. The following test sentence pairs, as defined in ITU-T P.501, Annex B, shall be used for the exchange of test messages in the send and receive directions.

2. Test sentence pairs in the language most commonly spoken by the testers shall be selected from the list below. If the testers are not familiar with any of the languages, alternative sentences in a familiar language, preferably phonetically balanced, shall be used.

3. Test sentence pairs

3.1. Dutch

(a) Dit product kent nauwelijks concurrentie.

Hij kende zijn grens niet.

(b) Ik zal iets over mijn carrière vertellen.

Zijn auto was alweer kapot.

(c) Zij kunnen de besluiten nehmen.

De meeste mensen hadden het wel door.

(d) Ik zou liever gaan lopen.

Willem gaat telkens naar buiten.

3.2. English

(a) These days a chicken leg is a rare dish.

The hogs were fed with chopped corn and garbage.

(b) Rice is often served in round bowls.

A large size in stockings is hard to sell.

(c) The juice of lemons makes fine punch.

Four hours of steady work faced us.

(d) The birch canoe slid on smooth planks.

Glue the sheet to the dark blue background.

3.3. Finnish

(a) Ole ääneti tai sano sellaista, joka on parempaa kuin vaikeneminen.

Suuret sydämet ovat kuin valtameret, ne eivät koskaan jäädy.

(b) Jos olet vasara, lyö kovaa. Jos olet naula, pidä pääsi pystyssä.

Onni tulee eläen, ei ostaen.

(c) Rakkaus ei omista mitään, eikä kukaan voi sitä omistaa.

Naisen mieli on puhtaampi, hän vaihtaa sitä useammin.

(d) Sydämellä on syynsä, joita järki ei tunne.

On opittava kärsimään voidakseen elää.

3.4. French

(a) On entend les gazouillis d'un oiseau dans le jardin.

La barque du pêcheur a été emportée par une tempête.

(b) Le client s'attend à ce que vous fassiez une réduction.

Chaque fois que je me lève ma plaie me tire.

(c) Vous avez du plaisir à jouer avec ceux qui ont un bon caractère.

Le chevrier a corné pour rassembler ses moutons.

(d) Ma mère et moi faisons de courtes promenades.

La poupée fait la joie de cette très jeune fille.

3.5. German

(a) Zarter Blumenduft erfüllt den Saal.

Wisch den Tisch doch später ab.

(b) Sekunden entscheiden über Leben.

Flieder lockt nicht nur die Bienen.

(c) Gegen Dummheit ist kein Kraut gewachsen.

Alles wurde wieder abgesagt.

(d) Überquere die Strasse vorsichtig.

Die drei Männer sind begeistert.

3.6. Italian

(a) Non bisogna credere che sia vero tutto quello che dice la gente. Tu non conosci ancora gli uomini, non conosci il mondo.

Dopo tanto tempo non ricordo più dove ho messo quella bella foto, ma se aspetti un po' la cerco e te la prendo.

(b) Questo tormento durerà ancora qualche ora. Forse un giorno poi tutto finirà e tu potrai tornare a casa nella tua terra.

Lucio era certo che sarebbe diventato una persona importante, un uomo politico o magari un ministro. Aveva a cuore il bene della società.

(c) Non bisogna credere che sia vero tutto quello che dice la gente tu non conosci ancora gli uomini, non conosci il mondo.

Dopo tanto tempo non ricordo più dove ho messo quella bella foto ma se aspetti un po' la cerco e te la prendo.

(d) Questo tormento durerà ancora qualche ora. Forse un giorno poi tutto finirà e tu potrai tornare a casa nella tua terra.

Lucio era certo che sarebbe diventato una persona importante, un uomo politico o magari un ministro, aveva a cuore il bene della società.

3.7. Polish

(a) Pielęgniarki były cierpliwe.

Przebiegał szybko przez ulicę.

(b) Ona była jego sekretarką od lat.

Dzieci często płaczą kiedy są głodne.

(c) On był czarującą osobą.

Lato wreszcie nadeszło.

(d) Większość dróg było niezmiernie zatłoczonych.

Mamy bardzo entuzjastyczny zespół.

3.8. Spanish

(a) No arroje basura a la calle.

Ellos quieren dos manzanas rojas.

(b) No cocinaban tan bien.

Mi afeitadora afeita al ras.

(c) Ve y siéntate en la cama.

El libro trata sobre trampas.

(d) El trapeador se puso amarillo.

El fuego consumió el papel.

ANNEX IV

Co-existence of third party services (TPS) with the 112-based eCall in-vehicle systems

1. Requirements

1.1. The following requirements apply to 112-based eCall in-vehicle systems, STUs and (optionally for) components that shall be used in conjunction with a TPS eCall in-vehicle system.

1.2. Performance requirements

1.2.1. The 112-based system shall be deactivated as long as the TPS system is active and does function.

1.2.2. The 112-based system shall be automatically triggered in the event that the TPS system is triggered but does not function.

1.3. Documentation requirements

1.3.1. The manufacturer shall provide the technical service with an explanation of the design provisions built into the TPS system to ensure automatic triggering of the 112-based system ('fall-back procedure') in the event that the TPS system does not function. This documentation shall describe the principles of the changeover mechanism.

1.3.2. The documentation shall be supported by an analysis which shows, in overall terms, any hardware or software failure conditions that would result in an inability of the TPS system to perform a successful call and how the TPS system will behave on the occurrence of these.

This may be based on a Failure Mode and Effect Analysis (FMEA), a Fault Tree Analysis (FTA) or any appropriate similar process as agreed between the technical service and the manufacturer.

The chosen analytical approach(es) shall be established and maintained by the manufacturer and shall be made open for inspection by the technical service at the time of the type-approval.

2. Test procedure

2.1. Purpose of the TPS co-existence test procedure

The purpose of this test procedure is to verify for eCall in-vehicle systems that shall be used in conjunction with a TPS eCall in-vehicle system, that there is only one system active at a time and that the 112-based system is triggered automatically in the event that the TPS system does not function.

2.2. The following tests shall be performed either on a vehicle with an eCall in-vehicle system installed or on a representative arrangement of parts.

2.3. The deactivation of the 112-based system while the TPS system is active shall be verified by performing a manually triggered test call.

2.3.1. Before performing the test call, ensure:

(a) that one of the connection procedures defined in point 2.7 of Annex I to this Regulation, as agreed between the technical service and the manufacturer, will be applied for any test call;

(b) that the dedicated PSAP test point is available to receive an eCall emitted by the 112-based system;

(c) that the TPSP test point is available to receive a call emitted by the TPS system;

(d) that a false eCall to a genuine PSAP cannot be made over the live network; and

(e) that the vehicle ignition or master control switch is activated.

2.3.2. Perform a test call by applying a manual trigger of the TPS system (push mode).

2.3.3. Verify:

(a) that a call was established with the TPSP test point by a record of the TPSP test point showing that it did receive a call initiation signal or by a successful voice connection to the TPSP test point; and

(b) that no eCall was attempted or established with the PSAP test point by a record of the PSAP test point showing that it did not receive an eCall initiation signal.

2.3.4. Clear down the test call using the appropriate PSAP test point command (e.g. hang up).

2.3.5. If the call attempt of the TPS system fails during the test, the test procedure may be repeated.

2.4. The fall-back procedure shall be verified by performing a manually triggered test call to a dedicated PSAP test point in a condition where the TPS system does not function.

2.4.1. Modify the TPS system to simulate a failure, selected at the discretion of the type-approval authority that shall result in a fall-back procedure based on the documentation provided by the manufacturer.

2.4.2. Before performing the test call, ensure:

(a) that one of the connection procedures defined in point 2.7 of Annex I to this Regulation, as agreed between the technical service and the manufacturer, will be applied for any test call;

(b) that the dedicated PSAP test point is available to receive an eCall emitted by the 112-based system;

(c) that a false eCall to a genuine PSAP cannot be made over the live network; and

(d) that the vehicle ignition or master control switch is activated.

2.4.3. Perform a test call by applying a manual trigger of the TPS system (push mode).

2.4.4. Verify that an eCall was established by the 112-based system by a record of the PSAP test point showing that it did receive an eCall initiation signal.

2.4.5. Clear down the test call using the appropriate PSAP test point command (e.g. hang up).

2.5. Connection procedures

The connection procedures defined in point 2.7 of Annex I to this Regulation shall apply.

ANNEX V

Automatic triggering mechanism

1. Requirements

1.1. The following requirements apply to vehicles with eCall in-vehicle systems installed.

1.2. Documentation requirements

1.2.1. The manufacturer shall provide a statement which affirms that the strategy chosen to trigger an automatic eCall ensures triggering also in accident configurations dissimilar from and/or of a lower severity than the collisions simulated in the applicable full-scale crash tests in UN Regulation No 94 and UN Regulation No 95.

1.2.2. The manufacturer shall choose the collision typology and severity and will demonstrate that it is significantly different than the full-scale crash tests.

1.2.3. The manufacturer shall provide the type-approval authority with an explanation and technical documentation which shows, in overall terms, how this is achieved.

1.2.3.1. Documentation that shows, to the satisfaction of the type-approval authority, that the activation of supplemental restraint systems and the severity level, chosen at the discretion of the manufacturer, also induces an automatic eCall shall be considered satisfactory.

1.2.3.2. Documentation that shows, to the satisfaction of the type-approval authority, the strategy to prevent unjustified eCalls from being made in case of impacts of a severity level that is not considered a severe accident. Moreover, failure mode analysis shall be provided which shows that any hardware or software faults shall not result in automatic triggering of an eCall.

1.2.3.3. Airbag control unit specification drawings, specification data notes, sensitivity drawings, relevant circuit diagrams or similar documents considered equivalent by the type-approval authority would be suitable means to demonstrate this connection.

1.2.3.4. The extended documentation package shall remain strictly confidential. It may be kept by the approval authority, or, at the discretion of the approval authority, may be retained by the manufacturer. In case the manufacturer retains the documentation package, that package shall be identified and dated by the approval authority once reviewed and approved. It shall be made available for inspection by the approval authority at the time of approval or at any time during the validity of the approval.

ANNEX VI

Technical requirements for compatibility of eCall in-vehicle systems with the positioning services provided by the Galileo and the EGNOS systems

1. Requirements

1.1. Compatibility requirements

1.1.1. The 'Galileo system compatibility' shall be: the reception and processing of the signals from the Open Service of Galileo, using it in the computation of the final position.

1.1.2. The 'EGNOS system compatibility' shall be: the reception of the corrections from the Open Service of EGNOS and its application to the GNSS signals, in particular GPS.

1.1.3. The compatibility of the eCall in-vehicle systems with the positioning services provided by the Galileo and the EGNOS systems shall be compliant with respect to positioning capabilities in section 1.2 and demonstrated by performing the test methods in section 2.

1.1.4. The testing procedures in section 2.2 can be performed either on the eCall unit including post processing ability or directly on the GNSS receiver being a part of the eCall.

1.2. Performance requirements

1.2.1. The GNSS receiver shall be able to output the navigation solution in a NMEA-0183 protocol format (RMC, GGA, VTG, GSA and GSV message). The eCall setup for NMEA-0183 messages output shall be described in the operation manual.

1.2.2. The GNSS receiver being a part of the eCall shall be capable of receiving and processing individual GNSS signals in L1/E1 band from at least two global navigation satellite systems, including Galileo and GPS.

1.2.3. The GNSS receiver being a part of the eCall shall be capable of receiving and processing combined GNSS signals in L1/E1 band from at least two global navigation satellite systems, including Galileo and GPS; and SBAS.

1.2.4. The GNSS receiver being a part of the eCall shall be able to provide positioning information in WGS-84 coordinate system.

1.2.5. Horizontal position error shall not exceed:

— under open sky conditions: 15 metres at confidence level 0,95 probability with Position Dilution of Precision (PDOP) in the range from 2,0 to 2,5;

— in urban canyon conditions: 40 metres at confidence level 0,95 probability with Position Dilution of Precision (PDOP) in the range from 3,5 to 4,0.

1.2.6. The specified requirements for accuracy shall be provided:

— at speed range from 0 to [140] km/h;

— linear acceleration range from 0 to [2] G.

1.2.7. Cold start time to first fix shall not exceed

— 60 seconds for signal level down to minus 130 dBm;

— 300 seconds for signal level down to minus 140 dBm.

1.2.8. GNSS signal re-acquisition time after block out of 60 seconds at signal level down to minus 130 dBm shall not exceed 20 seconds after recovery of the navigation satellite visibility.

1.2.9. Sensitivity at receiver input shall be:

— GNSS signals detection (cold start) do not exceed 3 600 seconds at signal level on the antenna input of the eCall of minus 144 dBm;

— GNSS signals tracking and navigation solution calculation is available for at least 600 seconds at signal level on the antenna input of the eCall of minus 155 dBm;

— Re-acquisition of GNSS signals and calculation of the navigation solution is possible and does not exceed 60 seconds at signal level on the antenna input of the eCall of minus 150 dBm.

1.2.10. The GNSS receiver shall be able to obtain a position fix at least every second.

2. Test methods

2.1. Test conditions

2.1.1. The test object is the eCall, which includes a GNSS receiver and a GNSS antenna, specifying navigation characteristics and features of the tested system.

2.1.2. The number of the eCall test samples shall be at least 3 pieces and can be tested in parallel.

2.1.3. The eCall is provided for the test with the installed SIM-card, operation manual and the software (provided on electronic media).

2.1.4. The attached documents shall contain the following data:

— device serial number;

— hardware version;

— software version;

— device provider identification number;

— relevant technical documentation to perform the tests.

2.1.5. Tests are carried out in normal climatic conditions in accordance with standard ISO 16750-1:2006:

— air temperature 23 (± 5) °C;

— relative air humidity of 25 % to 75 %.

2.1.6. Tests of the eCall in respect of its GNSS receiver shall be performed with the test and auxiliary equipment specified in Table 1.

Table 1

Recommended list of measurement instruments, test and auxiliary equipment

Equipment name	Required technical characteristics of test equipment	
	Scale range	Scale accuracy
Global navigation satellite system simulator of Galileo and GPS signals	Number of simulated signals: at least 12	Mean square deviation of random accuracy component of pseudo-range to Galileo and GPS satellites not more than: — stadiometric code phase: 0,1 metres; — communication carrier phase: 0,001 metres; — pseudovelocity: 0,005 metres/second.
Digital stopwatch	Maximum count volume: 9 hours 59 minutes 59,99 seconds	Daily variation at 25 (± 5) °C not more than 1,0 seconds. Time discreteness 0,01 seconds.

Equipment name	Required technical characteristics of test equipment	
	Scale range	Scale accuracy
Vector network analyser	Frequency range: 300 kHz .. 4 000 kHz Dynamic range: (minus 85 .. 40) dB	Accuracy F = ± $1 \cdot 10^{-6}$ kHz Accuracy D = (0,1 .. 0,5) dB
Low-noise amplifier	Frequency range: 1 200 .. 1 700 MHz Noise coefficient: not more 2,0 dB Amplifier gain coefficient: 24 dB	
Attenuator 1	Dynamic range: (0 .. 11) dB	Accuracy ± 0,5 dB
Attenuator 2	Dynamic range: (0 .. 110) dB	Accuracy ± 0,5 dB
Power source	Range of direct current voltage setting: from 0,1 to 30 volts Current intensity of output voltage: at least 3 amperes	Accuracy V = ± 3 % Accuracy A = ± 1 %

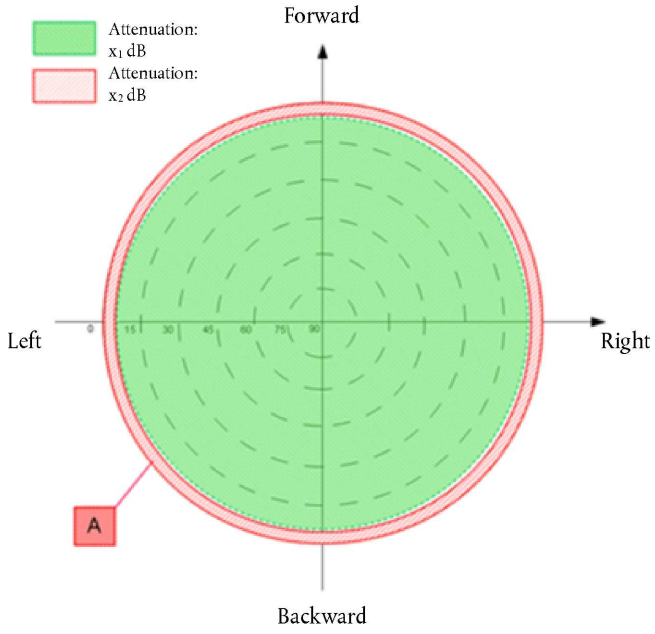
Note: it is allowed to apply other similar types of equipment providing determination of characteristics with the required accuracy.

2.1.7. Unless otherwise specified, GNSS signal simulation shall follow 'Open sky' pattern as shown in Figure 1.

Figure 1

Open sky definition

Zone	Elevation range (degrees)	Azimuth range (degrees)
A	0 – 5	0 – 360
Background	Area out of Zone A	



2.1.8. Open Sky plot — Attenuation:

	0 dB
A	– 100 dB or signal is switched off

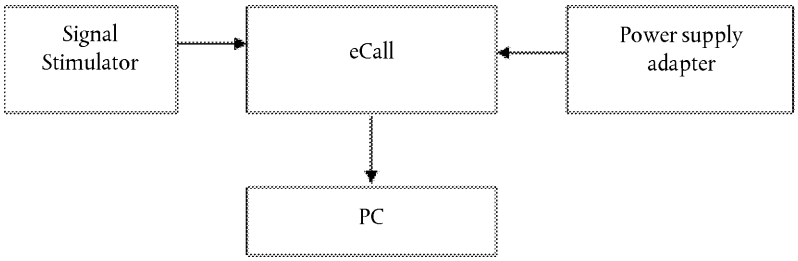
2.2. Test procedures

2.2.1. NMEA-0183 messages output test.

2.2.1.1. Make connections according to Figure 2.

Figure 2

Diagram of test stand



2.2.1.2. Prepare and turn on the eCall. By means of operation manual and developer software, set up the GNSS receiver for receiving signals from Galileo, GPS and SBAS. Set up the GNSS receiver to output NMEA-0183 messages (messages RMC, GGA, VTG, GSA and GSV).

2.2.1.3. Set up the simulator according to the simulator user guide. Initialize simulator script with the parameters, given in Table 2 for Galileo, GPS and SBAS signals.

Table 2

Main parameters of simulation script for static scenario

Simulated parameter	Value
Test duration, hh:mm:ss	01:00:00
Output frequency	1 hertz
eCall location	Any specified land point between latitude range 80°N and 80°S in coordinate system WGS-84
Troposphere: Ionosphere:	Standard predefined model by the GNSS simulator Standard predefined model by the GNSS simulator
PDOP value in the test interval	2,0 ≤ PDOP ≤ 2,5
Simulated signals	— Galileo (E1 frequency band OS); — GPS (L1 frequency band C/A code); — combined Galileo/GPS/SBAS.

Simulated parameter	Value
Signal strength:	
— GNSS Galileo;	minus 135 dBm;
— GNSS GPS.	minus 138,5 dBm.
Number of simulated satellites:	— at least 6 Galileo satellites; — at least 6 GPS satellites; — at least 2 SBAS satellites

2.2.1.4. By means of corresponding serial interface, set the connection between the eCall and PC. Control the possibility of receiving navigation information via NMEA-0183 protocol. The value of field 6 in the GGA messages is set to '2'.

2.2.1.5. Test results are considered successful if navigation information via NMEA-0183 protocol is received in all the eCall samples.

2.2.1.6. The test of NMEA-0183 messages output and the assessment of the positioning accuracy in autonomous static mode can be combined.

2.2.2. Assessment of positioning accuracy in autonomous static mode.

2.2.2.1. Make connections according to Figure 2.

2.2.2.2. Prepare and turn on the eCall. By means of developer software, make sure that the GNSS receiver is set up for receiving Galileo, GPS and SBAS combined signals. Set up the GNSS receiver to output messages according to the NMEA-0183 protocol (GGA, RMC, VTG, GSA and GSV messages).

2.2.2.3. Set up the simulator in accordance with its operational manual. Start simulation of combined Galileo, GPS and SBAS signals script with the set parameters given in Table 2.

2.2.2.4. Set up the recording of NMEA-0183 messages after receiving the navigation solution. Up to the moment the simulation script is complete, the NMEA-0183 messages are output by the GNSS receiver to a file.

2.2.2.5. Upon receiving the navigation solution set up recording of NMEA-0183 messages output by the GNSS receiver to a file, up to the moment the simulation script is complete.

2.2.2.6. Extract coordinates: latitude (B) and longitude (L) contained in GGA (RMC) messages.

2.2.2.7. Calculate the systematic inaccuracy of coordinate's determination on stationary intervals according to formulas (1), (2), for example for latitude coordinate (B):

$$\Delta B(j) = B(j) - B_{truej}, \quad (1)$$

$$dB = \frac{1}{N} \cdot \sum_{j=1}^{N} \Delta B(j), \quad (2)$$

— B_{truej} is the actual value of B coordinate in j time moment, in arc-seconds.

— B(j) is the determined value of B coordinate in j time moment by the GNSS receiver, in arc-seconds.

— N is the amount of GGA (RMC) messages, received during the test of GNSS receiver.

2.2.2.8. Similarly calculate the systematic inaccuracy of L (longitude) coordinate.

2.2.2.9. Calculate standard deviation (SD) value according to formula (3) for B coordinate:

$$\sigma_B = \sqrt{\frac{\sum_{j=1}^{N} (\Delta B(j) - dB)^2}{N - 1}}, \quad (3)$$

2.2.2.10. Similarly calculate the SD value for L (longitude) coordinate.

2.2.2.11. Convert calculated coordinates and SD values of latitude and longitude determination from arc-seconds to meters according to formulas (4) – (5).

2.2.2.12. For latitude:

$$dB(\text{м}) = 2 \cdot \frac{a \cdot (1 - e^2)}{(1 - e^2 \sin^2\varphi)^{3/2}} \cdot \frac{0{,}5'' \cdot \pi}{180 \cdot 3\,600''} \cdot dB, \quad (4\text{-}1)$$

$$\sigma_B(\text{м}) = 2 \cdot \frac{a \cdot (1 - e^2)}{(1 - e^2 \sin^2\varphi)^{3/2}} \cdot \frac{0{,}5'' \cdot \pi}{180 \cdot 3\,600''} \cdot \sigma_B, \quad (4\text{-}2)$$

2.2.2.13. For longitude:

$$dL(\text{м}) = 2 \cdot \frac{a \cdot \cos\varphi}{\sqrt{1 - e^2 \sin^2\varphi}} \cdot \frac{0{,}5'' \cdot \pi}{180 \cdot 3\,600''} \cdot dL, \quad (5\text{-}1)$$

$$\sigma_L(\text{м}) = 2 \cdot \frac{a \cdot \cos\varphi}{\sqrt{1 - e^2 \sin^2\varphi}} \cdot \frac{0{,}5'' \cdot \pi}{180 \cdot 3\,600''} \cdot \sigma_L, \quad (5\text{-}2)$$

— a — Semi-major axis of ellipsoid, metres

— e — first eccentricity, [0 – 1]

— φ — determined value of latitude, radians.

2.2.2.14. Calculate horizontal position error according to formula (6):

$$\Pi = \sqrt{dB^2(m) + dL^2(m)} + 2 \cdot \sqrt{\sigma_B^2(m) + \sigma_L^2(m)}, \quad (6)$$

2.2.2.15. Repeat test procedures according to 2.2.2.3 – 2.2.2.14 for GNSS Galileo signals with simulation parameters, given in Table 2.

2.2.2.16. Repeat test procedures according to 2.2.2.3 – 2.2.2.14 only for GPS GNSS signals with simulation parameters, given in Table 2.

2.2.2.17. Repeat test procedures according to 2.2.2.3 – 2.2.2.16 with other eCall samples, provided for the test.

2.2.2.18. Determine average values according to (6) obtained for all tested eCall samples.

2.2.2.19. Tests results are considered satisfactory if horizontal position errors as defined by formula (6) obtained with all eCall samples do not exceed 15 metres under open sky conditions at confidence level 0,95 probability for all simulation scripts.

2.2.3. Assessment of positioning accuracy in autonomous dynamic mode.

2.2.3.1. Repeat test procedures described in section 2.2.2, but 2.2.2.15 – 2.2.2.16 with simulation script for manoeuvring movement, given in Table 3.

Table 3

Main parameters of simulation script for manoeuvring movement

Simulated parameter	Value
Test duration, hh:mm:ss	01:00:00
Output frequency	1 hertz
eCall location	Any specified land point between latitude range 80°N and 80°S in coordinate system WGS-84
Model of movement:	Manoeuvring movement
— speed, km/h;	140
— turning radius, metres;	500
— turning acceleration, metres/second^2.	0,2
Troposphere:	Standard predefined model by the GNSS simulator
Ionosphere:	Standard predefined model by the GNSS simulator
PDOP value in the test time interval	2,0 ≤ PDOP ≤ 2,5
Simulated signals	Combined Galileo/GPS/SBAS
Signal strength:	
— GNSS Galileo;	minus 135 dBm;
— GNSS GPS.	minus 138,5 dBm.
Number of simulated satellites:	— at least 6 Galileo satellites; — at least 6 GPS satellites; — at least 2 SBAS satellites

2.2.3.2. Determine average values according to (6) obtained for all tested eCall samples.

2.2.3.3. Tests results are considered satisfactory if horizontal position errors obtained with all eCall samples do not exceed 15 metres under open sky conditions at confidence level 0,95 probability.

2.2.4. Movement in shadow areas, areas of intermittent reception of navigation signals and urban canyons.

2.2.4.1. Repeat test procedures described in section 2.2.3 for simulation script for movement in shadow areas and areas of intermittent reception of navigation signals (given in Table 4) with an urban canyon signal pattern described in Figure 3.

Table 4

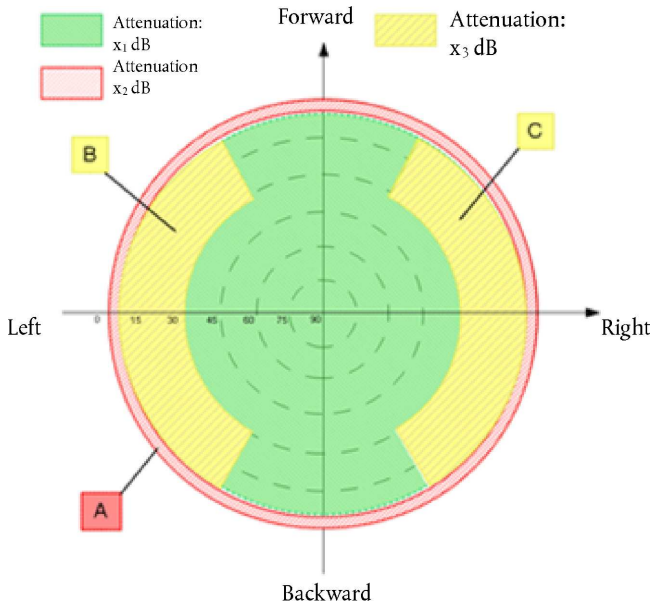
Main parameters of movement in shadow areas and areas of intermittent reception of navigation signals

Simulated parameter	Value
Test duration, hh:mm:ss	01:00:00
Output frequency	1 hertz
eCall location	Any specified land point between latitude range 80°N and 80°S in coordinate system WGS-84
Model of movement: — speed, km/h; — turning radius, metres; — turning acceleration, metres/second^2.	Manoeuvring movement 140 500 0,2
Satellite visibility: — signal visibility intervals, seconds; — signal absence intervals, seconds.	 300 600
Troposphere: Ionosphere:	Standard predefined model by the GNSS simulator Standard predefined model by the GNSS simulator
PDOP value in the test time interval	3,5 ≤ PDOP ≤ 4,0
Simulated signals	Combined Galileo/GPS/SBAS
Signal strength: — GNSS Galileo; — GNSS GPS.	 minus 135 dBm; minus 138,5 dBm.
Number of simulated satellites:	— at least 6 Galileo satellites; — at least 6 GPS satellites; — at least 2 SBAS satellites

Figure 3

Urban canyon definition

Zone	Elevation range (degrees)	Azimuth range (degrees)
A	0 – 5	0 – 360
B	5 – 30	210 – 330
C	5 – 30	30 – 150
Background	Area out of Zone A, B, C	



2.2.4.2. Urban canyon plot- Attenuation:

	0 dB
B	– 40 dB
C	– 40 dB
A	– 100 dB or signal is switched off

2.2.4.3. Tests results are considered satisfactory if horizontal position errors obtained with all eCall samples do not exceed 40 metres in urban canyon conditions at confidence level 0,95 probability.

2.2.5. Cold start time to first fix test.

2.2.5.1. Prepare and turn on the eCall. By means of developer software, make sure that GNSS module is set to receive Galileo and GPS signals.

2.2.5.2. Delete all position, velocity, time, almanac and ephemeris data from the GNSS receiver.

2.2.5.3. Set up the simulator according to the simulator user guide. Initialize simulator script with the parameters, given in Table 2 for Galileo and GPS signals with signal level minus 130 dBm.

2.2.5.4. By means of a stopwatch, measure time interval between signal simulation start and the first navigation solution result.

2.2.5.5. Conduct test procedures according to 2.2.5.2 – 2.2.5.4 at least 10 times.

2.2.5.6. Calculate average time to first fix in cold start mode based on measurements for all eCall samples, provided for the test.

2.2.5.7. The test result is considered to be positive, if average values of time to first fix calculated as described in 2.2.5.6, do not exceed 60 seconds for signal level down to minus 130 dBm for all the simulated signals.

2.2.5.8. Repeat test procedure according to 2.2.5.1 – 2.2.5.5 with signal level minus 140 dBm.

2.2.5.9. The test result according to 2.2.5.8 is considered to be positive, if average values of time to first fix, calculated as described in 2.2.5.6 do not exceed 300 seconds for signal level down to minus 140 dBm for all the simulated signals.

2.2.6. Test of re-acquisition time of tracking signals after block out of 60 seconds.

2.2.6.1. Prepare and turn on the eCall according to operational manual. By means of the developer software, make sure that GNSS receiver is set up to receive Galileo and GPS signals.

2.2.6.2. Set up the simulator according to the simulator user guide. Initialize simulator script with the parameters, given in Table 2 for Galileo and GPS signals with signal level minus 130 dBm.

2.2.6.3. Wait for 15 minutes and make sure the GNSS receiver has calculated eCall position.

2.2.6.4. Disconnect the GNSS antenna cable from the eCall and connect it again after time interval of 60 seconds. By means of stopwatch, determine time interval between cable connection moment and restoration of satellites tracking and calculation of the navigation solution.

2.2.6.5. Repeat test procedure according to 2.2.6.4 at least 10 times.

2.2.6.6. Calculate average value of re-acquisition time of satellite tracking signals by the eCall for all performed measurements and all eCall samples provided for the test.

2.2.6.7. The test result is considered to be positive, if average values of re-acquisition time after block out of 60 seconds measured as described in 2.2.6.6, do not exceed 20 seconds.

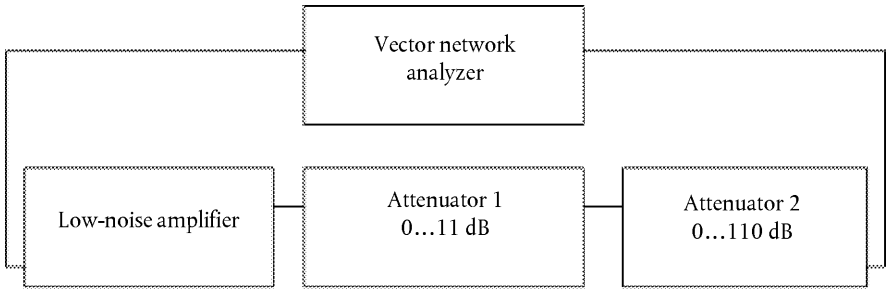
2.2.7. Test of GNSS receiver sensitivity in cold start mode, tracking mode, and re-acquisition scenario.

2.2.7.1. Turn on the vector network analyser. Calibrate the vector network analyser according to its operational manual.

2.2.7.2. Set up the diagram according to Figure 4.

Figure 4

Diagram of path calibration

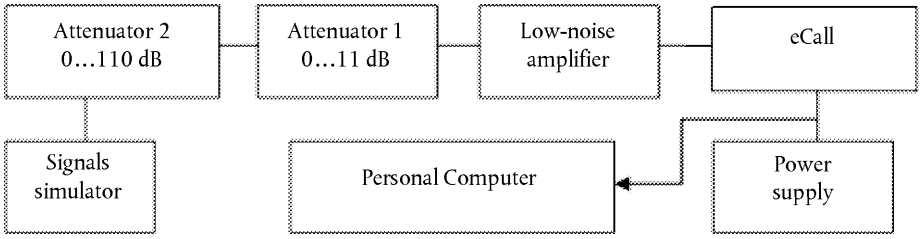


2.2.7.3. Set zero signal path attenuation on attenuators. Measure the frequency response for a given signal path in the E1/L1 band of Galileo/GPS, respectively. Record the average path transmission factor in [dB] in this frequency band.

2.2.7.4. Assemble the circuit shown in Figure 5.

Figure 5

Arrangement for evaluation of GNSS module sensitivity



2.2.7.5. Prepare and turn on eCall according to operational manual. By means of developer software make sure that GNSS receiver is set to receive Galileo and GPS signals. Clear the GNSS receiver RAM such that the 'cold' start mode of the GNSS receiver of the eCall is achieved. Check that the position, velocity and time information is reset.

2.2.7.6. Prepare GNSS signals simulator according to its operation manual. Start Galileo and GPS signals simulation script, with parameters given in Table 2. Set output power level of the simulator to minus 144 dBm.

2.2.7.7. By means of a stopwatch, measure time interval between signal simulation start and the first navigation solution result.

2.2.7.8. Set the signal path attenuation on attenuators such that the signal on eCall antenna input is equal to minus 155 dBm.

2.2.7.9. By means of a stopwatch, verify that the eCall still provides navigation solution for at least 600 seconds.

2.2.7.10. Set the signal path attenuation on attenuators such that the signal on eCall antenna input is equal to minus 150 dBm.

2.2.7.11. Disconnect the GNSS antenna cable from the eCall and connect it again after time interval of 20 seconds.

2.2.7.12. By means of stopwatch, determine time interval between cable connection moment and restoration of satellites tracking and calculation of the navigation solution.

2.2.7.13. The test result is considered to be positive in case:

— the value of time to first fix in 'cold' start mode, as measured in 2.2.7.7, do not exceed 3 600 seconds at signal level on the antenna input of the eCall of minus 144 dBm in all the eCall samples;

— the GNSS navigation solution is available for at least 600 seconds at signal level on the antenna input of the eCall of minus 155 dBm as measured in 2.2.7.9 in all the eCall samples;

— and re-acquisition of GNSS signals and calculation of the navigation solution at signal level on the antenna input of the eCall of minus 150 dBm is possible and time interval measured in 2.2.7.12 does not exceed 60 seconds in all the eCall samples.

ANNEX VII

In-vehicle system self-test

1. Requirements

1.1. The following requirements apply to vehicles with eCall in-vehicle system installed, STUs and (optionally for) components.

1.2. Performance requirements

1.2.1. The eCall system shall carry out a self-test at each system power-up.

1.2.2. The self-test function shall monitor at least the technical items listed in the Table.

1.2.3. A warning in form of either a visual tell-tale or a warning message in a common space shall be provided in case a failure is detected by the self-test function.

1.2.3.1. It shall remain activated while the failure is present.

1.2.3.2. It may be cancelled temporarily, but shall be repeated whenever the ignition or vehicle master control switch is being activated.

1.3. Documentation requirements

1.3.1. The manufacturer shall provide the type-approval authorities with documentation in accordance with the Table, which shall contain for each item the technical principle applied to monitor the item.

Table

Template of information for self-test function

Item	Technical principle applied for monitoring
eCall ECU is in working order (e.g. no internal hardware failure, processor/memory is ready, logic function in expected default state)	
External mobile network antenna is connected	
Mobile network communication device is in working order (no internal hardware failure, responsive)	
External GNSS antenna is connected	
GNSS receiver is in working order (no internal hardware failure, output within expected range)	
Crash control unit is connected	
No communication failures (bus connection failures) of relevant components in this table	
SIM is present (this item only applies if a removable SIM is used)	
Power source is connected	
Power source has sufficient charge (threshold at the discretion of the manufacturer)	

2. Test procedure

2.1. Self-test function verification test

2.1.1. The following test shall be performed on the vehicle with an eCall in-vehicle system installed in accordance with Article 4, on the STU in accordance with Article 6 or (optionally for) the component, that is made part of a complete system for the purpose of the test, in accordance with Article 5.

2.1.2. Simulate a malfunction of the eCall system by introducing a critical failure in one or more of the items monitored by the self-test function according to the technical documentation provided by the manufacturer. The item(s) shall be selected at the discretion of the type-approval authority.

2.1.3. Power the eCall system up (e.g. by switching the ignition 'on' or activating the vehicle's master control switch, as applicable) and verify that the malfunction indicator illuminates shortly afterwards.

2.1.4. Power the eCall system down (e.g. by switching the ignition 'off' or deactivating the vehicle's master control switch, as applicable) and restore it to normal operation.

2.1.5. Power the eCall system up and verify that the malfunction indicator does not illuminate or extinguishes shortly after illuminating initially.

3. Modification of type of 112-based eCall in-vehicle system or STU

3.1. When the manufacturer submits an application for revision or extension of an existing type-approval for the purpose of including an alternative GNSS antenna, electronic control unit, mobile network antenna and/or power source components, no retesting of 112-based eCall in-vehicle system components shall be required for the purpose of fulfilling the requirements of this Annex, provided that those type-approved components possess at least the same functional features and that they are indeed covered by this Annex in accordance with Article 5(3).

ANNEX VIII

Technical requirements and test procedures related to privacy and data protection

PART I

Procedure for verifying the lack of traceability of an eCall in-vehicle system or STU

1. Purpose

1.1. This test procedure is to ensure that a 112-based eCall in-vehicle system or STU is not traceable and is not subject to any constant tracking in its normal operational status.

2. Requirements

2.1. The 112-based eCall in-vehicle system or STU is not available for communication with the PSAP if the PSAP test point initiates the communication.

2.2. Failure to establish the connection can be attributed to the 112-based eCall in-vehicle system not being registered on the network.

3. Test procedure

3.1. The following tests shall be performed on a representative arrangement of parts (without a vehicle body).

3.2. This test shall be performed after successful connection of the eCall IVS with the network and registration of the device so as to facilitate transmission of the MSD.

3.2.1. The initial emergency call must have been 'cleared down' and deregistered from the network prior to this test (e.g. hang up), otherwise the PSAP test point will be enabled to connect.

3.2.2. Before performing the test, ensure that:

(a) one of the connection procedures defined in point 2.7 of Annex I to this Regulation, as agreed between the technical service and the manufacturer, will be applied for any test call;

(b) the dedicated PSAP test point is available to receive an eCall emitted by the 112-based system;

(c) the vehicle ignition or master control switch is activated;

(d) any TPS or added-value service system is disabled.

3.2.3. Leave the 112-based eCall IVS powered.

3.2.4. Via the PSAP test point, attempt to connect to the 112-based eCall IVS.

4. Assessment

4.1. The requirement is determined to have been passed if the 112-based eCall in-vehicle system is not available for communication with the PSAP when the PSAP test point attempts to connect.

4.2. The establishment of connection with the 112-based eCall IVS when the PSAP test point initiates the communication constitutes a failure.

PART II

Procedure for verifying the length of time an eCall log file is stored by the eCall in-vehicle system or STU

1. Purpose

1.1. This test procedure aims to ensure that personal data processed pursuant to Regulation (EU) 2015/758 is not retained by the eCall in-vehicle system longer than necessary for the purpose of handling the emergency situation and is fully deleted as soon as no longer necessary for that purpose.

1.2. This is to demonstrate the automatic deletion by proving that eCall log files are not kept beyond 13 hours from the point of initiating an eCall.

2. Requirements

2.1. When interrogated, the eCall in-vehicle system or STU shall not maintain any record of an eCall in its memory beyond 13 hours from the point of initiating an eCall.

3. Test conditions

3.1. The Technical Service shall be facilitated to have access to the part of the system where the eCall log files are stored in the IVS.

3.2. The following test shall be performed on a representative arrangement of parts.

4. Test Method

4.1. The tests as described in point 2.7 of Annex I shall be carried out. They require that a test call is placed in order for functionality checks to be made.

4.2. 13 hours after a test call has been placed, the Technical Service tester shall be facilitated with access to where the eCall log files are stored in the IVS. This will involve the potential to download from the IVS any log files so that they can be viewed by the tester.

5. Assessment

5.1. The requirement is determined to have been passed if no log files are present in the eCall in-vehicle system memory.

5.2. The presence of a log file pertaining to an eCall that has occurred more than 13 hours ago constitutes a failure.

PART III

Procedure for verifying the automatic and continuous removal of data in the internal memory of an eCall in-vehicle system or STU

1. Purpose

1.1. This test procedure aims to ensure that personal data is only used for the purpose of handling the emergency situation and is automatically and continuously removed from the internal memory of the eCall in-vehicle system or STU.

1.2. This is to be proved by demonstrating that in the internal memory of the 112 based eCall in-vehicle system or STU, maximum of last three locations of the vehicle are retained.

2. Requirements

2.1. When interrogated, the eCall in-vehicle system or STU shall not maintain more than three recent locations of the vehicle.

3. Test conditions

3.1. The Technical Service shall be facilitated to have access to the part of the system where the vehicle location data are stored in the IVS internal memory.

3.2. The following test shall be performed on a representative arrangement of parts.

4. Test Method

4.1. The Technical Service tester shall be facilitated with access to where the vehicle location data are stored in the IVS internal memory. This will involve the potential to download from the IVS any stored locations so that they can be viewed by the tester.

5. Assessment

5.1. The requirement is determined to have been passed if maximum of last three locations are present in the eCall in-vehicle system memory.

5.2. The presence of more than three locations constitutes a failure.

PART IV

Procedure for verifying the non- exchange of personal data between an eCall in-vehicle system or STU and third party services systems

1. Purpose

1.1. This test procedure shall ensure that the 112-based eCall in-vehicle system or STU and any additional system functionality providing TPS eCall or an added-value service are designed in such a way that no exchange of personal data between them is possible at any time.

2. Requirements

2.1. The following requirements apply to eCall in-vehicle systems or STUs that shall be used in conjunction with a TPS eCall in-vehicle system functionality.

2.2. Performance requirements

2.2.1. There is no exchange of personal data between the 112-based eCall in-vehicle system or STU and any additional system functionality providing TPS eCall or an added-value service.

2.2.2. Following an eCall made via the 112-based eCall in-vehicle system or STU, no log of this eCall shall be recorded in the memory of the TPS eCall or added-value service system.

3. Test procedure

3.1. The following tests shall be performed either on a vehicle with an eCall in-vehicle system installed or on a representative arrangement of parts.

3.2. The TPS system shall be disabled for the duration of the test call.

3.2.1. Before performing the test call, ensure that:

(a) one of the connection procedures defined in point 2.7 of Annex I to this Regulation, as agreed between the technical service and the manufacturer, will be applied for any test call;

(b) the dedicated PSAP test point is available to receive an eCall emitted by the 112-based system;

(c) a false eCall to a genuine PSAP cannot be made over the live network; and

(d) the vehicle ignition or master control switch is activated.

3.2.2. Perform a test call by applying a manual trigger of the system (push mode) with the TPS disabled.

3.2.3. Verify that a call was established with the PSAP test point by a record of the PSAP test point showing that it received a call initiation signal or by a successful voice connection to the PSAP test point.

3.2.4. Clear down the test call using the appropriate PSAP test point command (e.g. hang up).

3.2.5. If the call attempt of the 112-based system fails during the test, the test procedure may be repeated.

3.3. The lack of a log file in the TPS system shall be verified via access to the part of the system where eCall log files are stored.

3.3.1. The Technical Service tester shall be facilitated with access to where the eCall log files are stored in the IVS. This will involve the potential to download from the IVS any log files so that they can be viewed by the tester.

3.3.2. The requirement is determined to have been passed if no log files are present in the TPS system in-vehicle system memory.

3.3.3. The presence of a log file in the TPS system pertaining to an eCall that has occurred via the 112-based system constitutes a failure.

3.4. Connection procedures

The connection procedures defined in point 2.7 of Annex I to this Regulation shall apply.

ANNEX IX

Classes of vehicles referred to in Article 2

Armoured vehicles of categories M_1 and N_1, as defined in point 5.2 of Part A of Annex II to Directive 2007/46/EC, equipped with armoured security glazing class BR 7 according to the classification under European standard EN 1063:2000 (Test and Classification for Ballistic Security Glazing) and with body parts complying with European standard EN 1522:1999 (Bullet Resistance in Windows, Doors, Shutters and Blinds), where those vehicles, due to their special purpose, cannot meet the requirements of Regulation (EU) 2015/758 and of this Regulation.

COMMISSION IMPLEMENTING REGULATION (EU) 2017/80

of 16 January 2017

amending Council Regulation (EC) No 329/2007 concerning restrictive measures against the Democratic People's Republic of Korea

THE EUROPEAN COMMISSION,

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

Having regard to Council Regulation (EC) No 329/2007 of 27 March 2007 concerning restrictive measures against the Democratic People's Republic of Korea [1], and in particular Article 13(1)(d) thereof,

Whereas:

(1) Annex IV to Regulation (EC) No 329/2007 lists persons, entities and bodies who, having been designated by the Sanctions Committee or the United Nations Security Council (UNSC) and are covered by the freezing of funds and economic resources under that Regulation.

(2) On 17 December 2016, the Security Council Committee established pursuant to resolution 1718 (2006) decided that five vessels specified in Annex III to resolution 2270 (2016) pursuant to paragraph 23 of the same resolution, are not economic resources controlled or operated by Ocean Maritime Management and therefore not subject to the asset freeze imposed in paragraph 8(d) of resolution 1718 (2006).

(3) Annex IV to Regulation (EC) No 329/2007 should therefore be amended accordingly,

HAS ADOPTED THIS REGULATION:

Article 1

Annex IV to Regulation (EC) No 329/2007 is amended in accordance with the Annex to this Regulation.

Article 2

This Regulation shall enter into force on the 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, 16 January 2017.

For the Commission,
On behalf of the President,
Acting Head of the Service for Foreign Policy Instruments

[1] OJ L 88, 29.3.2007, p. 1.

ANNEX

In Annex IV to Regulation (EC) No 329/2007 the following entry under the heading 'Legal persons, entities and bodies': 'Ocean Maritime Management Company, Limited (OMM) (aka OMM). Address: (a) Donghung Dong, Central District, PO Box 120, Pyongyang, DPRK; (b) Dongheung-dong Changgwang Street, Chung-Ku, PO Box 125, Pyongyang, DPRK. Other Information: (a) International Maritime Organization (IMO) Number: 1790183; (b) Ocean Maritime Management Company, Limited played a key role in arranging the shipment of concealed cargo of arms and related material from Cuba to the DPRK in July 2013. As such, Ocean Maritime Management Company, Limited contributed to activities prohibited by the resolutions, namely the arms embargo imposed by resolution 1718 (2006), as modified by resolution 1874 (2009), and contributed to the evasion of the measures imposed by these resolutions, (c) Ocean Maritime Management Company, Limited is the operator/manager of the following vessels with IMO Number: (a) Chol Ryong (Ryong Gun Bong) 8606173, (b) Chong Bong (Greenlight) (Blue Nouvelle) 8909575, (c) Chong Rim 2 8916293, (d) Dawnlight 9110236, (e) Ever Bright 88 (J Star) 8914934, (f) Gold Star 3 (benevolence 2) 8405402, (g) Hoe Ryong 9041552, (h) Hu Chang (O Un Chong Nyon) 8330815, (i) Hui Chon (Hwang Gum San 2) 8405270, (j) Ji Hye San (Hyok Sin 2) 8018900, (k) Kang Gye (Pi Ryu Gang) 8829593, (l) Mi Rim 8713471, (m) Mi Rim 2 9361407, (n) Rang (Po Thong Gang) 8829555, (o) Orion Star (Richocean) 9333589, (p) Ra Nam 2 8625545, (q) Ra Nam 3 9314650, (r) Ryo Myong 8987333, (s) Ryong Rim (Jon Jin 2) 8018912, (t) Se Pho (Rak Won 2) 8819017, (u) Songjin (Jang Ja San Chong Nyon Ho) 8133530, (v) South Hill 2 8412467, (w) South Hill 5 9138680, (x) Tan Chon (Ryon Gang 2) 7640378, (y) Thae Pyong San (Petrel 1) 9009085, (z) Tong Hung San (Chong Chon Gang) 7937317, (aa) Tong Hung 8661575. Date of designation: 28.7.2014' is replaced by the following:

'Ocean Maritime Management Company, Limited (OMM) (aka OMM). Address: (a) Donghung Dong, Central District, PO Box 120, Pyongyang, DPRK; (b) Dongheung-dong Changgwang Street, Chung-Ku, PO Box 125, Pyongyang, DPRK. Other Information: (a) International Maritime Organization (IMO) Number: 1790183; (b) Ocean Maritime Management Company, Limited played a key role in arranging the shipment of concealed cargo of arms and related material from Cuba to the DPRK in July 2013. As such, Ocean Maritime Management Company, Limited contributed to activities prohibited by the resolutions, namely the arms embargo imposed by resolution 1718 (2006), as modified by resolution 1874 (2009), and contributed to the evasion of the measures imposed by these resolutions, (c) Ocean Maritime Management Company, Limited is the operator/manager of the following vessels with IMO Number: (a) Chol Ryong (Ryong Gun Bong) 8606173, (b) Chong Bong (Greenlight) (Blue Nouvelle) 8909575, (c) Chong Rim 2 8916293, (d) Hoe Ryong 9041552, (e) Hu Chang (O Un Chong Nyon) 8330815, (f) Hui Chon (Hwang Gum San 2) 8405270, (g) Ji Hye San (Hyok Sin 2) 8018900, (h) Kang Gye (Pi Ryu Gang) 8829593, (i) Mi Rim 8713471, (j) Mi Rim 2 9361407, (k) Rang (Po Thong Gang) 8829555, (l) Ra Nam 2 8625545, (m) Ra Nam 3 9314650, (n) Ryo Myong 8987333, (o) Ryong Rim (Jon Jin 2) 8018912, (p) Se Pho (Rak Won 2) 8819017, (q) Songjin (Jang Ja San Chong Nyon Ho) 8133530, (r) South Hill 2 8412467, (s) Tan Chon (Ryon Gang 2) 7640378, (t) Thae Pyong San (Petrel 1) 9009085, (u) Tong Hung San (Chong Chon Gang) 7937317, (v) Tong Hung 8661575. Date of designation: 28.7.2014'.

COMMISSION IMPLEMENTING REGULATION (EU) 2017/81

of 16 January 2017

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, 16 January 2017.

For the Commission,
On behalf of the President,
Jerzy PLEWA
Director-General
Directorate-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	162,4
	MA	132,4
	SN	190,2
	TR	122,3
	ZZ	151,8
0707 00 05	MA	79,2
	TR	186,2
	ZZ	132,7
0709 93 10	MA	280,6
	TR	257,1
	ZZ	268,9
0805 10 20	EG	47,7
	IL	126,4
	MA	57,3
	TR	76,5
	ZZ	77,0
0805 20 10	IL	155,4
	MA	72,5
	ZZ	114,0
0805 20 30, 0805 20 50, 0805 20 70, 0805 20 90	EG	97,9
	IL	112,5
	JM	99,3
	MA	93,5
	TR	75,6
	ZZ	95,8
0805 50 10	TR	73,1
	ZZ	73,1
0808 10 80	CN	119,1
	US	137,0
	ZZ	128,1
0808 30 90	CL	307,7
	CN	79,6
	TR	133,1
	ZZ	173,5

(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

COUNCIL DECISION (CFSP) 2017/82

of 16 January 2017

amending Decision (CFSP) 2016/849 concerning restrictive measures against the Democratic People's Republic of Korea

THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on European Union, and in particular Article 31(2) thereof,

Having regard to Council Decision (CFSP) 2016/849 of 27 May 2016 concerning restrictive measures against the Democratic People's Republic of Korea and repealing Decision 2013/183/CFSP [1], and in particular Article 33 thereof,

Having regard to the proposal from the High Representative of the Union for Foreign Affairs and Security Policy,

Whereas:

(1) On 27 May 2016 the Council adopted Decision (CFSP) 2016/849.

(2) On 17 December 2016 the United Nations Security Council Committee established pursuant to United Nations Security Council Resolution 1718 (2006) deleted the names of five vessels from the list of persons and entities subject to restrictive measures.

(3) Annex I to Decision (CFSP) 2016/849 should therefore be amended accordingly,

HAS ADOPTED THIS DECISION:

Article 1

Annex I to Decision (CFSP) 2016/849 is amended as set out in the Annex to this Decision.

Article 2

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

Done at Brussels, 16 January 2017.

For the Council
The President
F. MOGHERINI

[1] OJ L 141, 28.5.2016, p. 79.

ANNEX

The vessels with the IMO numbers listed below are deleted from the list set out in entry 20 of part B (Entities) of Annex I to Decision (CFSP) 2016/849:

(d) Dawnlight 9110236

(e) Ever Bright 88 (J Star) 8914934

(f) Gold Star 3 (benevolence) 8405402

(o) Orion Star (Richocean) 9333589

(w) South Hill 5 9138680

COUNCIL DECISION (CFSP) 2017/83

of 16 January 2017

amending Decision 2010/413/CFSP concerning restrictive measures against Iran

THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on European Union, and in particular Article 29 thereof,

Having regard to Council Decision 2010/413/CFSP of 26 July 2010 concerning restrictive measures against Iran and repealing Common Position 2007/140/CFSP ([1]), and in particular Article 23(2) thereof,

Having regard to the proposal from the High Representative of the Union for Foreign Affairs and Security Policy,

Whereas:

(1) On 26 July 2010 the Council adopted Decision 2010/413/CFSP.

(2) In accordance with Article 26(3) of Decision 2010/413/CFSP, the Council has reviewed the list of designated persons and entities set out in Annex II to that Decision.

(3) Several entities should be removed from the list of persons and entities subject to restrictive measures set out in Annex II to Decision 2010/413/CFSP.

(4) Following the judgments of the General Court in Cases T-182/13 ([2]), T-433/13 ([3]), T-158/13 ([4]), T-5/13 ([5]), T-45/14 ([6]) and T-539/14 ([7]) and in Joined Cases T-423/13 and T-64/14 ([8]), Moallem Insurance Company, Petropars Operation & Management Company, Petropars Resources Engineering Ltd, Iran Aluminium Company, Iran Liquefied Natural Gas Co., Hanseatic Trade Trust & Shipping (HTTS) GmbH, Naser Bateni, North Drilling Company and Good Luck Shipping Company LLC are not included in the list of persons and entities subject to restrictive measures set out in Annex II to Decision 2010/413/CFSP.

(5) Following the judgments of the Court of Justice in Cases C-176/13 ([9]) and C-200/13 P ([10]), Bank Mellat and Bank Saderat Iran are not included in the list of persons and entities subject to restrictive measures set out in Annex II to Decision 2010/413/CFSP. Consequently, and for legal certainty, the entry concerning Bank Saderat PLC (London) in that Annex should be deleted.

(6) Decision 2010/413/CFSP should be amended accordingly,

HAS ADOPTED THIS DECISION:

Article 1

Annex II to Decision 2010/413/CFSP is amended as set out in the Annex to this Decision.

([1]) OJ L 195, 27.7.2010, p. 39.
([2]) Judgment of the General Court of 10 July 2014, *Moallem Insurance Co. v Council of the European Union*, T-182/13, ECLI:EU:T:2014:624.
([3]) Judgment of the General Court of 5 May 2015, *Petropars Iran Co. and Others v Council of the European Union*, T-433/13, ECLI:EU:T:2015:255.
([4]) Judgment of the General Court of 15 September 2015, *Iranian Aluminium Co. (Iralco) v Council of the European Union*, T-158/13, ECLI:EU:T:2015:634.
([5]) Judgment of the General Court of 18 September 2015, *Iran Liquefied Natural Gas Co. v Council of the European Union*, T-5/13, ECLI:EU:T:2015:644.
([6]) Judgment of the General Court of 18 September 2015, *HTTS Hanseatic Trade Trust & Shipping GmbH and Naser Bateni v Council of the European Union*, T-45/14, ECLI:EU:T:2015:650.
([7]) Judgment of the General Court of 19 November 2015, *North Drilling Co. v Council of the European Union*, T-539/14, ECLI:EU:T:2015:871.
([8]) Judgment of the General Court of 24 May 2016, *Good Luck Shipping LLC v Council of the European Union*, T-423/13 and T-64/14, ECLI:EU:T:2016:308.
([9]) Judgment of the Court of Justice of 18 February 2016, *Council of the European Union v Bank Mellat*, C-176/13 P, ECLI:EU:C:2016:96.
([10]) Judgment of the Court of Justice of 21 April 2016, *Council of the European Union v Bank Saderat Iran*, C-200/13 P, ECLI:EU:C:2016:284.

Article 2

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

Done at Brussels, 16 January 2017.

For the Council
The President
F. MOGHERINI

ANNEX

The entries relating to the entities listed below are deleted from the list set out in part I.B of Annex II to Decision 2010/413/CFSP:

I. **Persons and entities involved in nuclear or ballistic missile activities and persons and entities providing support to the Government of Iran.**

B. **Entities**

'7. (a) Bank Saderat PLC (London)

48. Neka Novin (a.k.a. Niksa Nirou)

65. West Sun Trade GMBH

159. Oil Industry Pension Fund Investment Company (OPIC)'.

RECOMMENDATIONS

COMMISSION RECOMMENDATION (EU) 2017/84

of 16 January 2017

on the monitoring of mineral oil hydrocarbons in food and in materials and articles intended to come into contact with food

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Article 292 thereof,

Whereas:

(1) Mineral oil hydrocarbons (MOH) are chemical compounds derived mainly from crude oil, but also produced synthetically from coal, natural gas and biomass. MOH can be present in food through environmental contamination, lubricants for machinery used during harvesting and food production, processing aids, food additives and food contact materials. Food grade MOH products are treated in a way that the mineral oil aromatic hydrocarbons (MOAH) content is minimised.

(2) In 2012 the Scientific Panel on Contaminants in the Food Chain (CONTAM Panel) of the European Food Safety Authority (EFSA) concluded [1] that the potential human health impact of groups of substances among the MOH vary widely. MOAH may act as genotoxic carcinogens, while some mineral oil saturated hydrocarbons (MOSH) can accumulate in human tissue and may cause adverse effects in the liver. As some MOAH are considered mutagenic and carcinogenic, it is important to organise monitoring of MOH to better understand the relative presence of MOSH and MOAH in food commodities that are major contributors to dietary exposure.

(3) As migration from food contact materials such as paper and board packaging is suspected to contribute significantly to the total exposure, monitoring should include pre-packaged food, the packaging material and the presence of functional barriers, and equipment used for storage and processing. Certain parameters may increase the migration of MOH from packaging into food, such as storage time and storage conditions. As MOH are easier to detect in high quantities, the sampling strategy should take account of such parameters when their migration is highest.

(4) To ensure reliability of the obtained analytical data, Member States should ensure the availability of suitable analytical equipment and gain sufficient experience in the analysis of MOH both in food and in food contact materials before generating analytical results.

(5) To ensure the uniform application of this recommendation, the European Union Reference Laboratory for Food Contact Materials (EU-RL) should provide further guidance to the competent authorities of the Member States and other interested parties, including guidance on information that could be collected during investigations as well as methods of sampling and analysis,

HAS ADOPTED THIS RECOMMENDATION:

1. Member States should, with the active involvement of food business operators as well as manufacturers, processors and distributors of food contact materials and other interested parties, monitor the presence of MOH in food during 2017 and 2018. The monitoring should cover animal fat, bread and rolls, fine bakery ware, breakfast cereals, confectionery (including chocolate) and cocoa, fish meat, fish products (canned fish), grains for human consumption, ices and desserts, oilseeds, pasta, products derived from cereals, pulses, sausages, tree nuts, vegetable oils, as well as food contact materials used for those products.

[1] EFSA Panel on Contaminants in the Food Chain (CONTAM); Scientific Opinion on Mineral Oil Hydrocarbons in Food. EFSA Journal 2012;10(6):2704. p. 185 pp., doi:10.2903/j.efsa.2012.2704.

2. To ensure uniform application of this recommendation and in order to generate reliable and comparable results of the monitoring, specific guidance developed by the EU-RL in the context of this Recommendation ('the guidance') should be followed. As such guidance does not exist yet, the Member States should collaborate with the EU-RL to jointly develop that guidance in accordance with their needs for developing analytical capabilities.

3. Member States should perform food sampling in accordance with the provisions laid down in Commission Regulation (EC) No 333/2007 ([1]). Sampling should include a proportionate number of pre-packaged foods. Sampling of food contact materials should be carried out in accordance with the best practices appropriate for specific materials or articles as reflected in the guidance. Further possible sources of MOH related to the use of other food contact materials in the supply chain, such as during storage or processing, should be investigated where there is a clear indication that these are contributing to the presence of MOH. The sampling of pre-packaged food should focus on commodities that are closer to the end of the minimum date of durability, and where storage or processing takes place at relatively warm conditions.

4. The samples should be analysed as marketed. For pre-packaged food, the level of mineral oil hydrocarbons should be determined both in the food and in the food contact material if that is the suspected source of detected MOH. Particular attention should be paid to the differences between MOSH and MOAH and to the interpretation of the analytical results to ensure that the generated data are reliable and comparable. Member States which intend to analyse the presence of MOSH and MOAH in foods and food contact materials may request technical assistance of the EU-RL for Food Contact Materials.

5. Where MOH are detected in food, Member States should carry out further investigations in the food business establishments in order to determine the possible source or sources. The investigations should, wherever possible, cover the systems operated by the food business operator that could affect or control contamination (e.g. production and processing methods, Hazard Analysis and Critical Control Points (HACCP) or similar systems or measures implemented to prevent such presence).

6. Where MOH are detected in or originate from food contact materials, Member States should collect data on the food contact material (e.g. type and composition of the packaging material, presence of functional barrier, shelf life of the packaged food) and carry out further investigations in the establishments of the manufacturers, processors and distributors of food contact materials to establish the systems operated by the businesses concerned (e.g. production and processing methods of food contact material, and documentation required under Commission Regulation (EC) No 2023/2006 ([2]) on good manufacturing practices) as indicated in the guidance.

7. Member States, food business operators, manufacturers, processors and distributors of food contact materials and other interested parties should provide to EFSA the monitoring data expressed on whole mass basis with the information and in the electronic reporting format as set out by EFSA for compilation into a single database. They should preferably provide the monitoring data by 1 October 2017 and subsequently by 1 October 2018. The last results should be provided by 28 February 2019. Potentially available occurrence data from 2016 that has not yet been provided should be transmitted in accordance with the same modalities at the earliest opportunity.

Done at Brussels, 16 January 2017.

For the Commission
Vytenis ANDRIUKAITIS
Member of the Commission

([1]) 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).
([2]) Commission Regulation (EC) No 2023/2006 of 22 December 2006 on good manufacturing practice for materials and articles intended to come into contact with food (OJ L 384, 29.12.2006, p. 75).

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