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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.

II

(Non-legislative acts)

REGULATIONS

COMMISSION DELEGATED REGULATION (EU) 2020/723

of 4 March 2020

laying down detailed rules with regard to the acceptance of third-country certification of pilots and amending Regulation (EU) No 1178/2011

THE EUROPEAN COMMISSION,

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

Having regard to Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 ([1]), and in particular Article 68(3) thereof,

Whereas:

(1) With the adoption of Regulation (EU) 2018/1139 and in particular its Article 68, the Commission is now empowered to adopt delegated acts with regard to the acceptance of certificates and other documentation attesting compliance with civil aviation rules issued in accordance with the laws of a third country, whilst ensuring an equivalent level of safety to that provided for in Regulation (EU) 2018/1139.

(2) The main objective of this Regulation is to bring the current legal framework into line with Regulation (EU) 2018/1139 and therefore the content of Article 8, Annex III and related provisions of Commission Regulation (EU) No 1178/2011 ([2]) concerning the acceptance of third country certificates should be transferred into a delegated act. Furthermore, those provisions should now also include rules on acceptance of third-country sailplanes and balloons certificates.

(3) Regulation (EU) No 1178/2011 lists conditions for the acceptance of licences from third countries. Under certain conditions, a pilot licence issued by a third country may currently be accepted by Member States or the holder of such a third country licence can obtain credit when applying for a licence in accordance with Regulation (EU) No 1178/2011. Such credit is currently determined based on a recommendation from an approved training organisation.

(4) The rules applicable to training organisations providing training for certain non-commercial pilot licences and ratings have been simplified and the declared training organisation ('DTO') has been introduced, pursuant to Commission Regulation (EU) 2018/1119 ([3]). Therefore, the rules concerning the acceptance of licences from third countries should be updated in order to permit DTOs to give credit to holders of third country licences who apply for a licence issued under the Union legal framework.

(5) Article 8 of Regulation (EU) No 1178/2011 as well Annex III to that Regulation, currently containing requirements for the acceptance of licences from third countries, should therefore be deleted,

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([1]) OJ L 212, 22.8.2018, p. 1.

([2]) Commission Regulation (EU) No 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 311, 25.11.2011, p. 1).

([3]) Commission Regulation (EU) 2018/1119 of 31 July 2018 amending Regulation (EU) No 1178/2011 as regards declared training organisations (OJ L 204, 13.8.2018, p. 13).

HAS ADOPTED THIS REGULATION:

SECTION 1

GENERAL PROVISIONS

Article 1

Scope

This Regulation lays down the detailed rules for the conditions for the acceptance of pilot licences and associated ratings, privileges or certificates, as well as associated medical certificates issued in accordance with laws of third countries.

Article 2

Definitions

1. The definitions contained in Regulation (EU) No 1178/2011, Commission Regulation (EU) 2018/395 ([4]) and Commission Implementing Regulation (EU) 2018/1976 ([5]) shall apply for the purposes of this Regulation.

2. In addition, for the purposes of this Regulation, 'manufacturer flights' means the flights referred to in Article 6(3) of Commission Regulation (EU) No 965/2012 ([6]).

Article 3

Acceptance of licences from third countries

Without prejudice to international agreements concluded between the Union and a third country in accordance with point (a) of Article 68(1) of Regulation (EU) 2018/1139, Member States may:

(a) in accordance with Section 2 of this Regulation accept pilot licences and associated ratings, privileges or certificates, as well as associated medical certificates issued in accordance with laws of third countries;

(b) in accordance with Article 3 of Regulation (EU) No 1178/2011, Article 3a of Regulation (EU) 2018/395 or Article 3a of Implementing Regulation (EU) 2018/1976, as applicable, issue equivalent licences to applicants who already hold an equivalent licence, rating, privilege or certificate issued in accordance with Annex 1 to the Convention on International Civil Aviation, signed on 7 December 1944 in Chicago ('the Chicago Convention') by a third country, provided that those applicants comply with the requirements of Section 3 and taking account of any credit based on a recommendation from an approved training organisation or a declared training organisation;

(c) give full credits as regards the requirements to undergo a training course prior to undertaking the theoretical knowledge examinations and the skill test to holders of an airline transport pilots licence ('ATPL') issued by or on behalf of a third country in accordance with Annex 1 to the Chicago Convention provided that those holders have completed the experience requirements for the issue of an ATPL in the relevant aircraft category as set out in Subpart F of Annex I to Regulation (EU) No 1178/2011 and provided that the third country licence contains a valid type rating for the aircraft to be used for the ATPL skill test;

(d) issue aeroplane or helicopter type ratings to holders of licences issued in accordance with Regulation (EU) No 1178/2011 that comply with the requirements established by a third country for the issue of such ratings; those ratings shall be restricted to aircraft registered in that third country, but this restriction may be removed when the pilot complies with the requirements in Article 10 to this Regulation.

([4]) Commission Regulation (EU) 2018/395 of 13 March 2018 laying down detailed rules for the operation of balloons pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 71, 14.3.2018, p. 10).

([5]) Commission Implementing Regulation (EU) 2018/1976 of 14 December 2018 laying down detailed rules for the operation of sailplanes pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council (OJ L 326, 20.12.2018, p. 64).

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

SECTION 2

VALIDATION OF LICENCES

Article 4

General provisions for validation of licences

1. A competent authority of a Member State may validate a pilot licence issued by a third country in compliance with the requirements of Annex 1 to the Chicago Convention.

2. For the purposes of the provisions set out in this Regulation, the competent authority of the Member State shall be the following:

(a) for pilots residing within the territory of the Union – a competent authority of the Member State of a place where a pilot resides or is established;

(b) for pilots not residing in the territory of the Union – a competent authority of the Member State where the operator for which they are flying or intend to fly has its principal place of business, or where the aircraft on which they are flying or intend to fly is registered.

3. The validation of a licence shall have a validity period, which does not exceed one year, and its privileges shall only be exercised as long as the licence remains valid.

The competent authority that validated the licence may extend the validity only once and only by a maximum of one year, if during the validity period the pilot has applied for a licence in accordance with Annex I (Part-FCL) to Regulation (EU) No 1178/2011 or is undergoing training for the issuance of such a licence. In that last case, the extension shall cover the period of time necessary for the licence to be issued in accordance with Annex I (Part-FCL) to Regulation (EU) No 1178/2011.

4. The holders of a licence validated by a Member State shall exercise their privileges in accordance with the requirements stated in Annex I (Part-FCL) to Regulation (EU) No 1178/2011.

Article 5

Pilot licences for commercial air transport and other commercial activities

For the validation of pilot licences for commercial air transport and other commercial activities, the holders shall comply with the following requirements, as applicable, for the privileges sought:

(a) complete, as a skill test, the type or class rating revalidation requirements of Annex I (Part-FCL) to Regulation (EU) No 1178/2011, as relevant to the privileges of the licence held;

(b) demonstrate knowledge of the relevant parts of the operational requirements and Annex I (Part-FCL) to Regulation (EU) No 1178/2011;

(c) demonstrate language proficiency in accordance with Point FCL.055 of Annex I (Part-FCL) to Regulation (EU) No 1178/2011;

(d) hold a valid Class 1 medical certificate, issued in accordance with Annex IV (Part-MED) to Regulation (EU) No 1178/2011;

(e) in the case of aeroplanes, in addition to the requirements in points (a) to (d), comply with the experience requirements set out in table 1 in the Annex to this Regulation;

(f) in the case of helicopters, in addition to the requirements in points (a) to (d), comply with the experience requirements set out in table 2 in the Annex to this Regulation.

Article 6

Pilot licences for non-commercial activities with an instrument rating

For the validation of private pilot licences with an instrument rating, or Commercial Pilot Licences ('CPL') and Airline Transport Pilot Licences ('ATPL') with an instrument rating where the pilot intends only to exercise private pilot privileges, holders shall comply with all of the following requirements:

(a) complete the skill test for instrument rating and the type or class ratings relevant to the privileges of the licence held, in accordance with Appendix 7 and Appendix 9 of Annex I (Part-FCL) to Regulation (EU) No 1178/2011;

(b) demonstrate knowledge of Air Law, Aeronautical Weather Codes, Flight Planning and Performance (IR) and Human Performance;

(c) demonstrate language proficiency in accordance with FCL.055 of Annex I (Part-FCL) to Regulation (EU) No 1178/2011;

(d) hold at least a valid Class 2 medical certificate issued in accordance with Annex 1 to the Chicago Convention;

(e) have a minimum experience of at least 100 hours of instrument flight time as pilot in command ('PIC') in the relevant category of aircraft.

Article 7

Pilot licences for non-commercial activities without an instrument rating

For the validation of private pilot licences, or CPL and ATPL licences without an instrument rating where the pilot intends only to exercise private pilot privileges, holders shall comply with all of the following requirements:

(a) demonstrate knowledge of Air Law and Human Performance;

(b) pass the private pilot licence ('PPL') skill test as set out in point FCL.235 of Annex I (Part-FCL) to Regulation (EU) No 1178/2011;

(c) fulfil the relevant requirements of Subpart H of Annex I (Part-FCL) to Regulation (EU) No 1178/2011, for the issuance of a type or class rating as relevant to the privileges of the licence held;

(d) hold at least a Class 2 medical certificate issued in accordance with Annex 1 to the Chicago Convention;

(e) demonstrate language proficiency in accordance with FCL.055 of Annex I (Part-FCL) to Regulation (EU) No 1178/2011;

(f) have a minimum experience of at least 100 hours as pilot in the relevant category of aircraft.

Article 8

Validation of pilot licences for specific tasks of limited duration

1. Notwithstanding the provisions of the Articles above, in the case of manufacturer flights, a competent authority of a Member State may accept a licence issued in accordance with Annex 1 to the Chicago Convention by a third country for a maximum of 12 months for specific tasks of limited duration, such as instruction flights for initial entry into service, demonstration, ferry or test flights, provided that the applicant complies with the following requirements:

(a) holds an appropriate licence and medical certificate and associated ratings or qualifications issued in accordance with Annex 1 to the Chicago Convention;

(b) is employed, directly or indirectly, by an aircraft manufacturer or by an aviation authority.

In this case, the privileges of the holder shall be limited by the competent authority to performing flight instruction and testing for initial issue of type ratings, the supervision of initial line flying by the operators' pilots, delivery or ferry flights, initial line flying, flight demonstrations or test flights, as appropriate to the tasks foreseen under this paragraph.

2. By way of derogation from Articles 4 to 7, a competent authority of a Member States may, for competition flights or display flights of limited duration, validate a licence issued by a third country allowing the holder to exercise the privileges of a PPL as specified in Annex I (Part-FCL) to Regulation (EU) No 1178/2011, a Balloon Pilot Licence (BPL) as specified in Annex III (Part-BFCL) to Regulation (EU) 2018/395 or an Sailplane Pilot Licence (SPL) as specified in Annex III (Part-SFCL) to Implementing Regulation (EU) 2018/1976, provided that all of the following requirements are complied with:

(a) prior to the event, the organiser of the competition or display flights provides the competent authority with adequate evidence on how it will ensure that the pilot will be familiarised with the relevant safety information and manage any risk associated with the flights;

(b) the applicant holds an appropriate licence and medical certificate and associated ratings or qualifications issued in accordance with Annex 1 to the Chicago Convention.

3. By way of derogation from the provisions of Articles 4 to 7, a competent authority of a Member State may validate a licence which is equivalent to one of those referred to in paragraph 2 and issued in compliance with the requirements of Annex 1 to the Chicago Convention by a third country for a maximum of 28 days per calendar year for specific non-commercial tasks, provided that the applicant complies with all of the following requirements:

(a) holds an appropriate licence and medical certificate and associated ratings or qualifications issued in accordance with Annex 1 to the Chicago Convention;

(b) has completed at least one acclimatisation flight with a qualified instructor prior to carrying out the specific tasks of limited duration.

SECTION 3

CONVERSION OF LICENCES

Article 9

Conditions for conversion of licences

1. The competent authority of a Member State may convert a licence for the relevant aircraft category into a PPL in accordance with Annex I (Part-FCL) to Regulation (EU) No 1178/2011 with a single-pilot class or type rating, a BPL in accordance with Annex III (Part-BFCL) to Regulation (EU) 2018/395 or an SPL in accordance with Annex III (Part-SFCL) to Implementing Regulation (EU) 2018/1976, where the original licence is issued in compliance with the requirements of Annex 1 to the Chicago Convention by a third country and the licence is, alternatively:

(a) an equivalent licence to the licences referred to in paragraph 1;

(b) a CPL or an ATPL.

2. The holder of the licence to be converted shall comply with the following minimum requirements for the relevant aircraft category:

(a) pass a written examination in Air Law and Human Performance;

(b) pass the PPL, BPL or SPL skill test, as relevant, in accordance with Annex I (Part-FCL) to Regulation (EU) No 1178/2011, Annex III (Part-BFCL) to Regulation (EU) 2018/395 or Annex III (Part-SFCL) to Implementing Regulation (EU) 2018/1976;

(c) fulfil the requirements for the issue of the relevant class or type rating, in accordance with Subpart H;

(d) hold a medical certificate, as required and issued in accordance with Annex IV (Part-MED) to Regulation (EU) No 1178/2011;

(e) demonstrate language proficiency in accordance with FCL.055 of Annex I (Part-FCL) to Regulation (EU) No 1178/2011;

(f) have completed at least 100 hours of flight time as a pilot.

SECTION 4

ACCEPTANCE OF CLASS AND TYPE RATINGS

Article 10

Conditions for acceptance of class and type ratings

A valid class or type rating contained in a licence issued by a third country may be inserted in a licence issued in accordance with Annex I (Part-FCL) to Regulation (EU) No 1178/2011, provided that the applicant:

(a) complies with the experience requirements and the prerequisites for the issue of the applicable type or class rating in accordance with Part-FCL;

(b) passes the relevant skill test for the issue of the applicable type or class rating in accordance with Part-FCL;

(c) is in current flying practice;

(d) has no less than:

(i) for aeroplane class ratings, 100 hours of flight experience as a pilot in that class;

(ii) for aeroplane type ratings, 500 hours of flight experience as a pilot in that type;

(iii) for single-engine helicopters with a maximum certificated take-off mass of up to 3 175 kg, 100 hours of flight experience as a pilot in that type;

(iv) for all other helicopters, 350 hours of flight experience as a pilot in that type.

Article 11

Amendments to Regulation (EU) No 1178/2011

Regulation (EU) No 1178/2011 is amended as follows:

(a) Article 8 is deleted;

(b) Annex III is deleted.

Article 12

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*.

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

Done at Brussels, 4 March 2020.

For the Commission
The President
Ursula VON DER LEYEN

ANNEX

Conditions for acceptance of licences issued by or on behalf of third countries

Table 1

Experience requirements for aeroplanes

Licence held	Total flying hours experience	Privileges	
(1)	(2)	(3)	
ATPL(A)	> 1 500 hours as PIC on multi-pilot aeroplanes	Commercial air transport in multi-pilot aeroplanes as PIC	(a)
ATPL(A) or CPL(A)/IR (*)	> 1 500 hours as PIC or co-pilot on multi-pilot aeroplanes according to operational requirements	Commercial air transport in multi-pilot aeroplanes as co-pilot	(b)
MPL	> 1 500 hours as co-pilot on multi-pilot aeroplanes according to operational requirements	Commercial air transport in multi-pilot aeroplanes as co-pilot	(ba)
CPL(A)/IR	> 1 000 hours as PIC in commercial air transport since gaining an IR	Commercial air transport in single-pilot aeroplanes as PIC	(c)
CPL(A)/IR	> 1 000 hours as PIC or as co-pilot in single-pilot aeroplanes according to operational requirements	Commercial air transport in single-pilot aeroplanes as co-pilot according to operational requirements	(d)
ATPL(A), CPL(A)/IR, CPL(A)	> 700 hours in aeroplanes, including 200 hours in the activity role for which acceptance is sought, and 50 hours in that role in the last 12 months	Exercise of privileges in aeroplanes in operations other than commercial air transport	(e)
CPL(A)	> 1 500 hours as PIC in commercial air transport including 500 hours on seaplane operations	Commercial air transport in single-pilot aeroplanes as PIC	(f)

(*) CPL(A)/IR holders on multi-pilot aeroplanes shall have demonstrated ICAO ATPL(A) level knowledge before acceptance.

Table 2

Experience requirements for helicopters

Licence held	Total flying hours experience	Privileges	
(1)	(2)	(3)	
ATPL(H) valid IR	> 1 000 hours as PIC on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as PIC in VFR and IFR operations	(a)
ATPL(H) no IR privileges	> 1 000 hours as PIC on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as PIC in VFR operations	(b)
ATPL(H) valid IR	> 1 000 hours as pilot on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as co-pilot in VFR and IFR operations	(c)

Licence held	Total flying hours experience	Privileges	
(1)	(2)	(3)	
ATPL(H) no IR privileges	> 1 000 hours as pilot on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as co-pilot in VFR operations	(d)
CPL(H)/IR (*)	> 1 000 hours as pilot on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as co-pilot	(e)
CPL(H)/IR	> 1 000 hours as PIC in commercial air transport since gaining an IR	Commercial air transport in single-pilot helicopters as PIC	(f)
ATPL(H) with or without IR privileges, CPL(H)/IR, CPL(H)	> 700 hours in helicopters other than those certificated under CS-27/29 or equivalent, including 200 hours in the activity role for which acceptance is sought, and 50 hours in that role in the last 12 months	Exercise of privileges in helicopters in operations other than commercial air transport	(g)

(*) CPL(H)/IR holders on multi-pilot helicopters shall have demonstrated ICAO ATPL(H) level knowledge before acceptance.

COMMISSION IMPLEMENTING REGULATION (EU) 2020/724

of 15 May 2020

concerning the classification of certain goods in the Combined Nomenclature

THE EUROPEAN COMMISSION,

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

Having regard to Regulation (EU) No 952/2013 of the European Parliament and of the Council of 9 October 2013 laying down the Union Customs Code ([1]), and in particular Article 57(4) and Article 58(2) thereof,

Whereas:

(1) In order to ensure uniform application of the Combined Nomenclature annexed to Council Regulation (EEC) No 2658/87 ([2]), it is necessary to adopt measures concerning the classification of the goods referred to in the Annex to this Regulation.

(2) Regulation (EEC) No 2658/87 has laid down the general rules for the interpretation of the Combined Nomenclature. Those rules apply also to any other nomenclature which is wholly or partly based on it or which adds any additional subdivision to it and which is established by specific provisions of the Union, with a view to the application of tariff and other measures relating to trade in goods.

(3) Pursuant to those general rules, the goods described in column (1) of the table set out in the Annex should be classified under the CN code indicated in column (2), by virtue of the reasons set out in column (3) of that table.

(4) It is appropriate to provide that binding tariff information issued in respect of the goods concerned by this Regulation which does not conform to this Regulation may, for a certain period, continue to be invoked by the holder in accordance with Article 34(9) of Regulation (EU) No 952/2013. That period should be set at 3 months.

(5) The measures provided for in this Regulation are in accordance with the opinion of the Customs Code Committee,

HAS ADOPTED THIS REGULATION:

Article 1

The goods described in column (1) of the table set out in the Annex shall be classified within the Combined Nomenclature under the CN code indicated in column (2) of that table.

Article 2

Binding tariff information which does not conform to this Regulation may continue to be invoked in accordance with Article 34(9) of Regulation (EU) No 952/2013 for a period of 3 months from the date of entry into force of this Regulation.

([1]) OJ L 269, 10.10.2013, p. 1.

([2]) Council Regulation (EEC) No 2658/87 of 23 July 1987 on the tariff and statistical nomenclature and on the Common Customs Tariff (OJ L 256, 7.9.1987, p. 1).

Article 3

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

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

Done at Brussels, 15 May 2020.

For the Commission,
On behalf of the President,
Philip KERMODE
Acting Director-General
Directorate-General for Taxation and Customs Union

ANNEX

Description of the goods	Classification (CN code)	Reasons
(1)	(2)	(3)
An article in the form of a hollow ball made of yarn, strip or the like of heading 5404 or 5405, with a small round opening with a soft plastic lamella surrounding it enabling it to be put onto, for example, electric strings of lights (so-called fairy lights). The article exists in different colours and sizes and is imported on its own. It is designed to be used as a decoration on its own or together with, for example, fairy lights. (See image) (*)	5609 00 00	Classification is determined by general rule 1 for the interpretation of the Combined Nomenclature, note 7(f) and note 8(a) to Section XI and by the wording of CN code 5609 00 00. Classification of the article under CN code 9405 99 00 as a part (a lampshade) of an electric lamp, not elsewhere specified or included, is excluded, because the article is not identifiable by its shape or its specific features as a part designed solely or principally for use with an electric lamp (see also the Harmonised System Explanatory Notes to Chapter 94, Parts). The article is designed to be used either with various lights, with other decorative articles, or to be merely placed as interior decoration on its own. The article is therefore to be classified according to the constituent material under CN code 5609 00 00 as articles of yarn, strip or the like of heading 5404 or 5405, twine, cordage, rope or cables, not elsewhere specified or included.

(*) The image is purely for information.

COMMISSION IMPLEMENTING REGULATION (EU) 2020/725

of 26 May 2020

concerning the classification of certain goods in the Combined Nomenclature

THE EUROPEAN COMMISSION,

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

Having regard to Regulation (EU) No 952/2013 of the European Parliament and of the Council of 9 October 2013 laying down the Union Customs Code ([1]), and in particular Article 57(4) and Article 58(2) thereof,

Whereas:

(1) In order to ensure uniform application of the Combined Nomenclature annexed to Council Regulation (EEC) No 2658/87 ([2]), it is necessary to adopt measures concerning the classification of the goods referred to in the Annex to this Regulation.

(2) Regulation (EEC) No 2658/87 has laid down the general rules for the interpretation of the Combined Nomenclature. Those rules apply also to any other nomenclature which is wholly or partly based on it or which adds any additional subdivision to it and which is established by specific provisions of the Union, with a view to the application of tariff and other measures relating to trade in goods.

(3) Pursuant to those general rules, the goods described in column (1) of the table set out in the Annex should be classified under the CN code indicated in column (2), by virtue of the reasons set out in column (3) of that table.

(4) It is appropriate to provide that binding tariff information issued in respect of the goods concerned by this Regulation which does not conform to this Regulation may, for a certain period, continue to be invoked by the holder in accordance with Article 34(9) of Regulation (EU) No 952/2013. That period should be set at 3 months.

(5) The Customs Code Committee has not delivered an opinion within the time limit laid down by its Chair,

HAS ADOPTED THIS REGULATION:

Article 1

The goods described in column (1) of the table set out in the Annex shall be classified within the Combined Nomenclature under the CN code indicated in column (2) of that table.

Article 2

Binding tariff information which does not conform to this Regulation may continue to be invoked in accordance with Article 34(9) of Regulation (EU) No 952/2013 for a period of 3 months from the date of entry into force of this Regulation.

([1]) OJ L 269, 10.10.2013, p. 1.

([2]) Council Regulation (EEC) No 2658/87 of 23 July 1987 on the tariff and statistical nomenclature and on the Common Customs Tariff (OJ L 256, 7.9.1987, p. 1).

Article 3

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

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

Done at Brussels, 26 May 2020.

For the Commission,
On behalf of the President,
Philip KERMODE
Acting Director-General
Directorate-General for Taxation and Customs Union

ANNEX

Description of the goods	Classification (CN code)	Reasons
(1)	(2)	(3)
A product composed of the following ingredients (% by weight): hydrocarbons (predominantly paraffinic and naphthenic) 94,4 n-butyl acetate 5,6 The product is presented to be used as an organic composite solvent for dissolving paint, varnishes and mastics. The product is presented in 210 litre barrels, in 1 000 litre containers or in bulk.	3814 00 90	Classification is determined by general rules 1 and 6 for the interpretation of the Combined Nomenclature and the wording of CN codes 3814 00 and 3814 00 90. Classification under heading 2710 is excluded as organic composite solvents and thinners are specified or included elsewhere (see also the Explanatory Notes to the Combined Nomenclature to subheadings 2710 12 11 to 2710 19 99, point II. 3., letter (h)). Heading 3814 covers organic composite solvents and thinners that contain more than 70 % by weight of petroleum oil (see also the Harmonised System Explanatory Note to heading 3814, first paragraph). The wording of heading 3814 is more specific than the wording of heading 2710 as it covers not only the composition but also the usage of the product (see also the Harmonised System classification opinion 3814.00/3). The product is therefore to be classified under CN code 3814 00 90 as other organic composite solvent.

DECISIONS

COMMISSION IMPLEMENTING DECISION (EU) 2020/726

of 27 May 2020

rejecting an application for protection of a geographical indication in accordance with Article 97(4) of Regulation (EU) No 1308/2013 of the European Parliament and of the Council (Commune de Champagne (PGI))

(notified under document C(2020) 3323)

(Only the French text is authentic)

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], and in particular Article 97(4) thereof,

Whereas:

(1) In accordance with Article 97 of Regulation (EU) No 1308/2013, the Commission has examined the application for protection of the name 'Commune de Champagne' as a protected geographical indication, submitted by the Community of Vine and Wine of the municipality of Champagne, canton of Vaud, Switzerland (CVVCCVDCH) and its members (the applicant) on 3 November 2015.

(2) In response to requests for clarification from the Commission, in particular on the protection of the name 'Commune de Champagne', the CVVCCVDCH sent a new version of the specification, together with a summary and additional information, on 1 December 2016 and 7 April 2017.

(3) The Commission has found that the name 'Commune de Champagne' is not included among the designations registered in the Swiss repertoire of controlled designations of origin held by the Federal Office for Agriculture pursuant to Article 25 of the Ordinance on wine-growing and importing wine, 916.140 of 14 November 2007.

(4) Furthermore, after examination of the documentation submitted by the CVVCCVDCH, the Commission is of the opinion that the name 'Commune de Champagne' cannot be validly protected in Switzerland. Firstly, the Agreement between the European Community and the Swiss Confederation on trade in agricultural products [2], and in particular Article 8 of Annex 7 thereto, imposes an obligation on the Swiss Confederation to protect and reserve the name 'Champagne' on Swiss territory, provided that the wine originates from the European Union. Secondly, as regards Article 32 of the Regulation on wines from the canton of Vaud of 27 May 2009 (canton of Vaud, Swiss Confederation), the Commission notes that it concerns the right to display a local reference to wines with a controlled designation of origin and under certain conditions. This article lays down rules on the labelling of wines with a controlled designation of origin, in this case 'Bonvillars', in so far as it allows the reference to the municipality of origin of the grapes to be included on the label. It does not in itself confer the protection of the designation 'Commune de Champagne' as a geographical indication.

(5) The Commission thus establishes that the applicant has not provided proof that the name concerned is validly protected in its country of origin. The condition of Article 94(3) of Regulation (EU) No 1308/2013 is therefore not met.

(6) It follows from the above that the conditions laid down in Title II, Chapter I, Section 2, Subsection 2, 'Designations of origin and geographical indications', of Regulation (EU) No 1308/2013 are not met.

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[1] OJ L 347, 20.12.2013, p. 671.
[2] OJ L 114, 30.4.2002, p. 132.

(7) The application for protection of the name 'Commune de Champagne' as a protected geographical indication should therefore be rejected in accordance with Article 97(4) of Regulation (EU) No 1308/2013.

(8) The measure provided for in this Decision is in accordance with the opinion of the Committee for the Common Organisation of Agricultural Markets,

HAS ADOPTED THIS DECISION:

Article 1

The application for registration of the name 'Commune de Champagne' is rejected.

Article 2

This Decision is addressed to the Community of Vine and Wine of the municipality of Champagne, canton of Vaud, Switzerland (CVVCCVDCH).

Done at Brussels, 27 May 2020.

For the Commission
Janusz WOJCIECHOWSKI
Member of the Commission

COMMISSION IMPLEMENTING DECISION (EU) 2020/727

of 29 May 2020

terminating the anti-dumping proceeding concerning imports of continuous filament glass fibre products originating in Bahrain and Egypt

THE EUROPEAN COMMISSION,

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

Having regard to Regulation (EU) 2016/1036 of the European Parliament and of the Council of 8 June 2016 on protection against dumped imports from countries not members of the European Union ([1]) ('the basic Regulation'), and in particular Article 5 thereof,

Whereas:

1. PROCEDURE

1.1. Initiation

(1) On 3 May 2019, the European Commission initiated an anti-dumping investigation with regard to imports into the European Union of continuous filament glass fibre products ('GFR') originating in Bahrain and Egypt (the 'countries concerned') pursuant to Article 5 of the basic Regulation. It published a Notice of Initiation in the *Official Journal of the European Union* ([2]) (the 'Notice of Initiation').

(2) The Commission initiated the investigation following a complaint lodged on 21 March 2019 by the European Glass Fibre Producers Association ('the complainant' or 'APFE') on behalf of producers representing more than 25 % of total Union production. Producers representing 71 % of the total Union production of continuous filament glass fibre products supported the complaint.

1.2. Investigation period and period considered

(3) The investigation of dumping and injury covered the period from 1 April 2018 to 31 March 2019 (the 'investigation period' or the 'IP'). The examination of trends relevant for the assessment of injury covered the period from 1 January 2016 to the end of the investigation period (the 'period considered').

1.3. Interested parties

(4) In the Notice of Initiation, interested parties were invited to contact the Commission in order to participate in the investigation. In addition, the Commission specifically informed the complainant, other known Union producers, the known exporting producers, the known importers, suppliers and users, traders, as well as associations known to be concerned about the initiation of the investigation and invited them to participate.

([1]) OJ L 176, 30.6.2016, p. 21.
([2]) OJ C 151, 3.5.2019, p. 4.

(5) Interested parties had an opportunity to comment on the initiation of the investigation and to request a hearing with the Commission and/or the Hearing Officer in trade proceedings.

1.4. **Sampling**

(6) In its Notice of Initiation, the Commission stated that it might sample interested parties in accordance with Article 17 of the basic Regulation.

1.4.1. *Sampling of Union producers*

(7) In its Notice of Initiation, the Commission stated that it had provisionally selected a sample of Union producers. The Commission selected the sample on the basis of the highest representative quantity of production which could reasonably be investigated within the time available.

(8) No comments on the sample selection were received.

1.4.2. *Sampling of unrelated importers*

(9) To decide whether sampling was necessary and, if so, to select a sample, the Commission asked unrelated importers to provide the information specified in the Notice of Initiation.

(10) Given that only two unrelated importers provided completed sampling forms, sampling was not applied.

1.4.3. *Sampling of exporting producers in Bahrain and Egypt*

(11) The Commission did not resort to sampling in relation to exporting producers in Bahrain and Egypt as there is only one exporting producer in each country.

1.4.4. *Questionnaire replies and verification visits*

(12) The Commission sent questionnaires to the two exporting producers, to the three sampled Union producers, and to the two unrelated importers. A questionnaire was provided for users to complete, if they so wished, rather than making a submission.

(13) The Commission received questionnaire replies from both exporting producers, all sampled Union producers and both unrelated importers. The Commission also received questionnaire replies from two users.

(14) The Commission sought and verified all the information deemed necessary for a determination of dumping, resulting injury and Union interest.

(15) The methodology and correctness of the data gathered by the complainants for the purposes of the macroeconomic indicators was subject to a verification visit under Article 16 of the basic Regulation carried out at the premises of the lawyers of the complainants.

(16) Verification visits under Article 16 of the basic Regulation were carried out at the premises of the following companies:

Union producers and related companies:

— 3B Fibreglass, Battice, Belgium,

— Johns Manville Slovakia a.s., Trnava, Slovak Republic,

— European Owens Corning Fibreglass SPRL, Watermael-Boitsfort, Belgium

Unrelated importers in the Union:

— Euroresins UK Limited, Ellesmere Port, UK,

— Helm AG, Hamburg, Germany

Unrelated users in the Union:

— Polykemi, Ystad, Sweden,

— Company A ([3])

Exporting producer in Egypt and related companies:

— Jushi Group:

— Jushi Egypt for Fiberglass Industry S.A.E., Egypt,

— Jushi France SAS, France,

— Jushi Italia srl, Italy,

— Jushi Spain SA, Spain

Exporting producer in Bahrain and related companies:

— CPIC Group

  — CPIC Abahsain Fiberglass W.L.L., Bahrain,

  — CPIC Europe B.V., the Netherlands.

2. PRODUCT CONCERNED AND LIKE PRODUCT

2.1. Product under investigation

(17) The product subject to this investigation is chopped glass fibre strands, of a length of not more than 50 mm ('chopped strands'); glass fibre rovings, excluding glass fibre rovings which are impregnated and coated and have a loss on ignition of more than 3 % (as determined by the ISO Standard 1887) ('rovings'); and mats made of glass fibre filaments excluding mats of glass wool ('mats'), ('the product under investigation'). The product under investigation is known as 'glass fibre reinforcements' or 'GFR'.

(18) The product concerned is the product under investigation originating in Bahrain and Egypt.

(19) The product concerned is currently falling under CN codes 7019 11 00, ex 7019 12 00, 7019 31 00 (TARIC codes 7019 12 00 22, 7019 12 00 25, 7019 12 00 26 and 7019 12 00 39).

2.2. Like product

(20) The investigation showed that the following products have the same basic physical, chemical, and technical characteristics as well as the same basic uses:

(a) the product concerned;

(b) the product produced and sold on the domestic market of Bahrain and Egypt;

(c) the product produced and sold in the Union by the Union industry.

(21) The Commission decided that, for the purpose of this investigation, those products are therefore like products within the meaning of Article 2(c) of the basic Regulation.

3. PROCEDURE

(22) In its letter to the Commission of 19 March 2020 the complainant withdrew its complaint.

(23) In accordance with Article 9(1) of the basic Regulation, when the complainant withdraws its complaint, the proceeding may be terminated unless such termination would not be in the Union interest.

(24) The Commission considered that the anti-dumping proceeding should be terminated since the investigation had not brought to light any considerations demonstrating that such termination would not be in the Union interest.

([3]) Company A requested anonymity on the grounds that they would expose themselves to a significant risk of commercial retaliation should it be perceived by certain producers to act in a manner that runs counter to their interests.

(25) Interested parties were informed accordingly and were given an opportunity to comment. The Commission received no comments which would lead to the conclusion that such termination would not be in the Union interest.

(26) The Commission therefore concludes that the anti-dumping proceeding concerning imports into the Union of GFR originating in Bahrain and Egypt should be terminated.

(27) This Decision is in accordance with the opinion of the Committee established by Article 15(1) of the basic Regulation,

HAS ADOPTED THIS DECISION:

Article 1

The anti-dumping proceeding concerning imports into the Union of chopped glass fibre strands, of a length of not more than 50 mm ('chopped strands'); glass fibre rovings, excluding glass fibre rovings which are impregnated and coated and have a loss on ignition of more than 3 % (as determined by the ISO Standard 1887) ('rovings'); and mats made of glass fibre filaments excluding mats of glass wool ('mats'), originating in Bahrain and Egypt and currently falling under CN codes 7019 11 00, ex 7019 12 00, 7019 31 00 (TARIC codes 7019 12 00 22, 7019 12 00 25, 7019 12 00 26 and 7019 12 00 39), is hereby terminated.

Article 2

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

Done at Brussels, 29 May 2020.

For the Commission
The President
Ursula VON DER LEYEN

COMMISSION IMPLEMENTING DECISION (EU) 2020/728

of 29 May 2020

on the approval of the efficient generator function used in 12 volt motor-generators for use in certain passenger cars and light commercial vehicles as an innovative technology pursuant to Regulation (EU) 2019/631 of the European Parliament and of the Council

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

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

Having regard to Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO_2 emission standards for new passenger cars and for new light commercial vehicles, and repealing Regulations (EC) No 443/2009 and (EU) No 510/2011 ([1]), and in particular Article 11(4) thereof,

Whereas:

(1) On 20 September 2019, the manufacturers Bayerische Motoren Werke AG, Daimler AG, FCA Italy S.p.A, Honda Motor Europe Ltd, Hyundai Motor Europe Technical Center GmbH, Jaguar Land Rover LTD, Automobile Citroen, Automobile Peugeot, PSA Automobiles SA, Renault, SEG Automotive Germany GmbH, Volkswagen AG, Volkswagen AG Nutzfahrzeuge and the supplier Valeo Electrification Systems jointly made a request as provided for by Article 12a of Commission Implementing Regulation (EU) No 725/2011 ([2]) to amend Commission Implementing Decision (EU) 2017/785 ([3]) in order to extend the approval of the innovative technology to its use in certain not-off-vehicle charging hybrid electric vehicles (NOVC-HEVs) of category M_1 and passenger cars capable of running on certain alternative fuels.

(2) On 1 October 2019, the manufacturers Daimler AG, FCA Italy S.p.A, Hyundai Motor Europe Technical Center GmbH, Jaguar Land Rover LTD, Mitsubishi Electric Corporation, Opel Automobile GmbH-PSA, Automobile Citroen, Automobile Peugeot, PSA Automobiles SA, Renault, SEG Automotive Germany GmbH, Volkswagen AG, Volkswagen AG Nutzfahrzeuge and the supplier Valeo Electrification Systems submitted a joint application for the approval, in accordance with Article 11 of Regulation (EU) 2019/631, as an innovative technology, of the efficient generator function in 12 volt motor-generators for use in certain light commercial vehicles, including certain NOVC-HEVs and light commercial vehicles capable of running on certain alternative fuels.

(3) A 12 volt motor-generator may operate as either an electric motor converting electrical energy into mechanical energy, or a generator converting mechanical energy into electrical energy, i.e. similarly as an alternator. The technology subject to the amendment request and the application is defined as an efficient generator function of the 12 volt motor-generator.

(4) Considering that the amendment request and the approval application refer to the same innovative technology and that the same conditions apply for its use in the vehicle categories concerned, it is appropriate to address both the amendment request and the approval application in one single decision.

(5) The amendment request and the approval application have been assessed in accordance with Article 11 of Regulation (EU) 2019/631, Implementing Regulation (EU) No 725/2011 and Commission Implementing Regulation (EU) No 427/2014 ([4]) as well as the Technical Guidelines for the preparation of applications for the

([1]) OJ L 111, 25.4.2019, p. 13.

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

([3]) Commission Implementing Decision (EU) 2017/785 of 5 May 2017 on the approval of efficient 12 V motor-generators for use in conventional combustion engine powered passenger cars as innovative technology for reducing CO_2 emissions from passenger cars pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council (OJ L 118, 6.5.2017, p. 20).

([4]) Commission Implementing Regulation (EU) No 427/2014 of 25 April 2014 establishing a procedure for the approval and certification of innovative technologies for reducing CO_2 emissions from light commercial vehicles pursuant to Regulation (EU) No 510/2011 of the European Parliament and of the Council (OJ L 125, 26.4.2014, p. 57).

approval of innovative technologies pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council ([5]) (July 2018 version) ([6]). Both the request and the application fulfilled the formal requirements; in accordance with Article 11(3) of Regulation (EU) 2019/631, they were notably accompanied by a verification report undertaken by an independent and certified body.

(6) The efficient generator function of a 12 volt motor-generator has already been approved for use in conventional combustion engine powered passenger cars by Implementing Decision (EU) 2017/785 as an innovative technology capable of reducing CO_2 emissions in a way that is only partially covered by the measurements performed as part of the emission test under the New European Driving Cycle set out in Commission Regulation (EC) No 692/2008 ([7]). The assessment shows that the approved eco-innovation is capable of reducing CO_2 emissions under the same conditions also for other vehicle categories.

(7) More precisely, the applicants have demonstrated that the efficient generator function of a 12 volt motor-generator is capable of reducing CO_2 emissions in conventional combustion engine powered light commercial vehicles in the same way as for passenger cars with the same kind of powertrain.

(8) With regard to NOVC-HEVs of categories M_1 and N_1 for which uncorrected measured fuel consumption and CO_2 emission values may be used in accordance with point 5.3.2 of Annex 8 to Regulation UN/ECE No 101 ([8]), it is appropriate to consider them equivalent for the purpose of this Decision to conventional combustion engine-powered M_1 and N_1 vehicles.

(9) The applicants have demonstrated that the testing methodology set out in Implementing Decision (EU) 2017/785 for testing CO_2 savings from the use of the efficient generator function in 12 volt motor-generators in conventional combustion engine powered passenger cars is appropriate for determining such savings from the use of the technology in light commercial vehicles as well as for certain M_1 and N_1 NOVC-HEVs.

(10) The applicants have requested that, due to the increasing share of passenger cars and light commercial vehicles capable of running on liquefied petroleum gas (LPG), compressed natural gas (CNG) or E85, the scope of this Decision should include also such vehicles, and that consequently some factors in the testing methodology should be adjusted accordingly.

(11) Considering the limited availability of E85 on the Union market as a whole, it is, however, not appropriate to distinguish this fuel from petrol for the purpose of the testing methodology.

(12) With regard to the addition to the testing methodology of a run-in procedure for the motor-generator, the application does not set out with sufficient precision the details for how such run-ins should be performed nor how the run-in effect should be taken into account. Moreover, it is already integral to the testing methodology set out in Implementing Decision (EU) 2017/785 that such effects may be taken into account, where necessary, by the requirement that the efficiency of the generator function of the motor-generator must be measured at least five times. As the efficiency of the generator function of the motor-generator is determined on the basis of the average of the measurement results, any run-in effects, positive or negative, may therefore be adequately taken into account in the final efficiency determination, where necessary by increasing the number of measurements. Against that background, it is not appropriate to complement the testing methodology with an additional specific run-in procedure such as that proposed in the applications

(13) Taking into account the above considerations, the testing methodology provided for in Implementing Decision (EU) 2017/785, with the addition of some fuel-specific factors, should also be considered appropriate for determining the CO_2 savings from the innovative technology fitted in N_1 vehicles powered by internal combustion engines, NOVC-HEV M_1 and N_1 vehicles as well as M_1 and N_1 vehicles capable of running on certain alternative fuels.

([5]) Regulation (EC) No 443/2009 of the European Parliament and of the Council of 23 April 2009 setting emission performance standards for new passenger cars as part of the Community's integrated approach to reduce CO2 emissions from light-duty vehicles (OJ L 140, 5.6.2009, p. 1).

([6]) https://circabc.europa.eu/w/browse/f3927eae-29f8-4950-b3b3-d2e700598b52

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

([8]) Regulation No 101 of the Economic Commission for Europe of the United Nations (UN/ECE) – Uniform provisions concerning the approval of passenger cars powered by an internal combustion engine only, or powered by a hybrid electric power train with regard to the measurement of the emission of carbon dioxide and fuel consumption and/or the measurement of electric energy consumption and electric range, and of categories M_1 and N_1 vehicles powered by an electric power train only with regard to the measurement of electric energy consumption and electric range (OJ L 138, 26.5.2012, p. 1).

(14) Manufacturers should have the possibility to apply to a type-approval authority for the certification of CO_2 savings from the use of the innovative technology where the conditions laid down in this Decision are met. Manufacturers should for that purpose ensure that the application for certification is accompanied by a verification report from an independent and certified body confirming that the innovative technology complies with the conditions laid down in this Decision and that the savings have been determined in accordance with the testing methodology set out in this Decision.

(15) In order to facilitate a wider deployment of the innovative technology in new vehicles, a manufacturer should also have the possibility to submit a single application for the certification of the CO_2 savings from the efficient generator functions used in several 12 volt motor generators. It is, however, appropriate to ensure that, where that possibility is used, a mechanism is applied that incentivises the deployment of only those motor generators that offer the highest efficiency.

(16) It is the responsibility of the type-approval authority to verify thoroughly that the conditions for certifying the CO_2 savings from the use of an innovative technology as specified in this Decision are met. Where the certification is issued, the responsible type-approval authority should ensure that all elements considered for the certification are recorded in a test report and kept together with the verification report and that this information is made available to the Commission on request.

(17) For the purpose of determining the general eco-innovation code to be used in the relevant type-approval documents in accordance with Annexes I, VIII and IX to Directive 2007/46/EC of the European Parliament and of the Council ([9]), it is necessary to attribute an individual code to the innovative technology.

(18) From 2021, manufacturers' compliance with their specific CO_2 emission targets is to be established on the basis of the CO_2 emissions determined in accordance with the Worldwide Harmonised Light Vehicle Test Procedure (WLTP) set out in Commission Regulation (EU) 2017/1151 ([10]). CO_2 savings from the innovative technology certified by reference to this Decision may therefore be taken into account for the calculation of manufacturers' average specific CO_2 emissions only for the calendar year 2020,

HAS ADOPTED THIS DECISION:

Article 1

Innovative technology

The efficient generator function used in a 12 volt motor-generator, as referred to in Implementing Decision (EU) 2017/785, is approved as an innovative technology within the meaning of Article 11 of Regulation (EU) 2019/631, taking into account that it is only partially covered by the standard test procedure set out in Regulation (EC) No 692/2008, and provided that the following conditions are met:

(a) the innovative technology is fitted in light commercial vehicles (N_1) powered by internal combustion engines running on petrol, diesel, liquefied petroleum gas (LPG), compressed natural gas (CNG) or E-85, or in not-off-vehicle charging hybrid electric vehicles (NOVC-HEVs) of the category M_1 or N_1 that comply with point (3) of paragraph 5.3.2 of Annex 8 to Regulation No 101 of the Economic Commission for Europe of the United Nations;

(b) the efficiency of the generator function, determined in accordance with the methodology set out in the Annex, is at least:

  (i) 73,8 % for petrol- or E85-fuelled vehicles, other than turbo-charged;

  (ii) 73,4 % for turbo-charged petrol- or E85–fuelled vehicles;

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

([9]) Directive 2007/46/EC of the European Parliament and the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (Framework Directive) (OJ L 263, 9.10.2007, p. 1).

([10]) Commission Regulation (EU) 2017/1151 of 1 June 2017 supplementing Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information, amending Directive 2007/46/EC of the European Parliament and of the Council, Commission Regulation (EC) No 692/2008 and Commission Regulation (EU) No 1230/2012 and repealing Commission Regulation (EC) No 692/2008 (OJ L 175, 7.7.2017, p. 1).

(iv) 74,6 % for LPG-fuelled vehicles other than turbo-charged;

(v) 74,1 % for turbo-charged LPG-fuelled vehicles;

(vi) 76,3 % for CNG-fuelled vehicles other than turbo-charged;

(vii) 75,7 % for turbo-charged CNG-fuelled vehicles.

Article 2

Baseline technology

The baseline technology shall be an alternator with a mass of maximum 7 kg and an efficiency of 67 %.

Article 3

Application for certification of CO_2 savings

1. A manufacturer may apply to a type-approval authority for certification of the CO_2 savings from the use of the technology approved in accordance with Article 1 ('the innovative technology') in one or several 12 volt motor-generators by reference to this Decision.

2. The manufacturer shall ensure that the application for the certification is accompanied by a verification report from an independent and certified body confirming that the conditions set out in Article 1 have been met.

3. Where savings have been certified in accordance with Article 3, the manufacturer shall ensure that the certified CO_2 savings and the eco-innovation code referred to in Article 5(1) are recorded in the certificate of conformity of the vehicles concerned.

Article 4

Certification of CO_2 savings

1. The type-approval authority shall ensure that CO_2 savings achieved from the use of the innovative technology have been determined using the methodology set out in the Annex.

2. Where a manufacturer applies for the certification of the CO_2 savings from the use of the innovative technology in more than one 12 volt motor-generator in relation to one vehicle version, the type-approval authority shall determine which of the 12 volt motor-generators tested delivers the lowest CO_2 savings. That value shall be used for the purpose of paragraph 4.

3. Where the innovative technology is fitted in a bi-fuel or flex-fuel vehicle, the approval authority shall record the CO_2 savings as follows:

(a) for bi-fuel vehicles using petrol and gaseous fuels, the CO_2 savings value with regard to LPG or CNG fuels;

(b) for flex-fuel vehicles using petrol and E85, the CO_2 savings value with regard to petrol.

4. The type approval authority shall record the certified CO_2 savings determined in accordance with paragraph 1 and 2, and the eco-innovation code referred to in Article 5(1) in the relevant type-approval documentation.

5. The type-approval authority shall record all the elements considered for the certification in a test report and keep that together with the verification report referred to in Article 3(2), and shall make that information available to the Commission on request.

6. The type-approval authority shall only certify CO_2 savings, if it finds that the innovative technology complies with the conditions set out in Article 1, and if the CO_2 savings achieved are 1 g CO_2/km or higher, as specified in Article 9(1)(a) of Implementing Regulation (EU) No 725/2011 in the case of passenger cars, or as specified in Article 9(1)(a) of Implementing Regulation (EU) No 427/2014 in the case of light commercial vehicles.

Article 5

Eco-innovation code

1. The innovative technology approved by this Decision is attributed with the eco-innovation code 30.

2. The certified CO_2 savings recorded by reference to that eco-innovation code may only be taken into account for the calculation of the average specific emissions of manufacturers for the calendar year 2020.

Article 6

Entry into force

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

Done at Brussels, 29 May 2020.

For the Commission
The President
Ursula VON DER LEYEN

ANNEX

METHODOLOGY TO DETERMINE THE CO_2 SAVINGS OF THE EFFICIENT GENERATOR FUNCTION IN 12 VOLT MOTOR-GENERATORS FOR USE IN CERTAIN PASSENGER CARS AND LIGHT COMMERCIAL VEHICLES

1. INTRODUCTION

In order to determine the CO_2 emission savings that can be attributed to the efficient generator function of a 12 volt motor-generator, hereinafter 'the innovative technology', for use in certain passenger cars (M_1) and light commercial vehicles (N_1) meeting the conditions set out in Article 1, it is necessary to establish the following:

(1) the testing conditions;

(2) the test equipment;

(3) the determination of the peak power output;

(4) the calculation of the CO_2 savings;

(5) the calculation of the statistical margin of the CO_2 savings.

2. SYMBOLS, PARAMETERS AND UNITS

Symbols

C_{CO_2}	—	CO_2 savings [g CO_2/km]
CO_2	—	Carbon dioxide
CF	—	Conversion factor as defined in Table 3
H	—	Frequency as defined in Table 1
I	—	Current intensity at which the measurement shall be carried out [A]
M	—	Number of measurements of the sample
M	—	Torque [Nm]
N	—	Rotational frequency [min^{-1}] as defined in Table 1
P	—	Power [W]
$s_{\eta_{MG}}$	—	Standard deviation of the efficiency of the generator function of the 12 V motor-generator (hereinafter 'the motor-generator efficiency') [%]
$s_{\overline{\eta_{MG}}}$	—	Standard deviation of the motor-generator efficiency mean [%]
$s_{C_{CO_2}}$	—	Standard deviation of the total CO_2 savings [g CO_2/km]
U	—	Test voltage at which the measurement shall be carried out [V]
v	—	Mean driving speed of the New European Driving Cycle (NEDC) [km/h]
V_{pe}	—	Consumption of effective power as defined in Table 2
$\frac{\partial C_{CO_2}}{\partial \eta_{MG}}$	—	Sensitivity of calculated CO_2 savings related to the motor-generator efficiency
Δ	—	Difference
η_B	—	Baseline alternator efficiency [%]
η_{MG}	—	Motor-generator efficiency [%]
$\overline{\eta_{MG_i}}$	—	Mean of the motor-generator efficiency at operating point i [%]

Subscripts

Index (i) refers to operating point

Index (j) refers to measurement of the sample

MG	—	Motor-generator
M	—	Mechanical
RW	—	Real-world conditions
TA	—	Type approval conditions
B	—	Baseline

3. DETERMINATION OF THE EFFICIENCY

The motor-generator efficiency shall be determined in accordance with ISO 8854:2012, with the exception of the elements specified in this point.

Evidence shall be provided to the type-approval authority that the speed ranges of the 12 volt motor-generator are consistent with those set out in Table 1. The measurements shall be conducted at different operating points, as set out in Table 1. The current intensity of the motor-generator shall be defined as half of the rated current for all operating points. For each speed the voltage and the output current of the motor-generator shall be kept constant at 14,3 volt.

Table 1

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

The efficiency at each operating point shall be calculated in accordance with the following Formula 1.

Formula 1

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

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

The motor-generator efficiency (η_{MG}) shall be calculated in accordance with the following Formula 2.

Formula 2

$$\eta_{MG} = \sum_{i=1}^{4} h_i \cdot \overline{\eta_{MG_i}}$$

The motor-generator leads to saved mechanical power under real-world conditions (ΔP_{mRW}) and under type-approval conditions (ΔP_{mTA}). The difference between these two values (ΔP_m) is calculated as set out in Formula 3.

Formula 3

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

Where ΔP_{mRW} shall be calculated in accordance with Formula 4 and ΔP_{mTA} . in accordance with Formula 5.

Formula 4

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

Formula 5

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

Where

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

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

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

4. CALCULATION OF THE CO_2 SAVINGS

The CO_2 savings of the generator function in a 12 volt motor-generator shall be calculated in accordance with Formula 6.

Formula 6

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

Where,

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

V_{Pe}: Consumption of effective power specified in Table 2

CF: Conversion factor as defined in Table 3

Table 2

Consumption of effective power

Type of engine	Consumption of effective power (Vp_e) [1/kWh]
Petrol/E85	0,264
Petrol/E85 Turbo	0,280
Diesel	0,220
LPG	0,342
LPG Turbo	0,363
	Consumption of effective power (V_{pe}) [m^3/kWh]
CNG (G20)	0,259
CNG (G20) Turbo	0,275

Table 3

Fuel conversion factor

Type of fuel	Conversion factor (CF) [g CO_2/l]
Petrol/E85	2 330
Diesel	2 640
LPG	1 629
	Conversion factor (CF) [g CO_2/m^3]
CNG (G20)	1 795

5. CALCULATION OF THE STATISTICAL ERROR

The statistical errors in the results of the testing methodology caused by the measurements shall be quantified. For each operating point the standard deviation shall be calculated in accordance with Formula 7.

Formula 7

$$s_{\overline{\eta_{MG_i}}} = \frac{s_{\eta_{MG_i}}}{\sqrt{m}} = \sqrt{\frac{\sum_{j=1}^{m}\left(\eta_{MG_{ij}} - \overline{\eta_{MG_i}}\right)^2}{m(m-1)}}$$

The standard deviation of the value of the 12 volt motor-generator efficiency ($s_{\eta_{MG}}$) shall be calculated in accordance with Formula 8.

Formula 8

$$s_{\eta_{MG}} = \sqrt{\sum_{i=1}^{4}(h_i \cdot s_{\overline{\eta_{MG_i}}})^2}$$

The standard deviation of the motor-generator efficiency ($s_{\eta_{MG}}$) leads to an error in the CO_2 savings ($s_{C_{CO_2}}$). That error is calculated in accordance with Formula 9.

Formula 9

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

6. STATISTICAL SIGNIFICANCE

It has to be demonstrated for each type, variant and version of a vehicle fitted with the innovative technology that the error in CO_2 savings calculated in accordance with Formula 9 is not greater than the difference between the total CO_2 savings and the minimum savings threshold specified in Article 9(1)(a) of Implementing Regulations (EU) No 725/2011 and (EU) No 427/2014 (see Formula 10).

Formula 10

$$MT < C_{CO_2} - s_{C_{CO_2}} - \Delta CO_{2_m}$$

Where,

MT: minimum threshold [g CO_2/km]

C_{CO_2}: total CO_2 saving [g CO_2/km]

$s_{C_{CO_2}}$: standard deviation of the total CO_2 saving [g CO_2/km]

ΔCO_{2_m}: CO_2 correction coefficient due to the positive mass difference (Δm) between the motor-generator and the baseline alternator, calculated in accordance with Table 4

Table 4

CO_2 correction coefficient due to the extra mass

Type of fuel	CO_2 correction coefficient (ΔCO_{2_m})
Petrol/E85	$0{,}0277 \cdot \Delta m$
Diesel	$0{,}0383 \cdot \Delta m$
LPG	$0{,}0251 \cdot \Delta m$
CNG	$0{,}0209 \cdot \Delta m$

In this Table, Δm is the extra mass due to the installation of the efficient 12 volt motor-generator. The extra mass is the positive difference between the mass of the efficient 12 volt motor-generator and the mass of the baseline alternator. The mass of the baseline alternator is 7 kg. The extra mass is to be verified and confirmed in the verification report to be submitted to the type-approval authority together with the application for certification.

7. THE 12 VOLT MOTOR-GENERATOR WITH AN EFFICIENT GENERATOR FUNCTION TO BE FITTED IN PASSENGER CARS AND LIGHT COMMERCIAL VEHICLES

The type-approval authority is to certify the CO_2 savings based on the measurements of the 12 volt motor-generator and the baseline alternator using the testing methodology set out in this Annex. Where the CO_2 emission savings are below the threshold specified in Article 9(1)(a) of Implementing Regulations (EU) No 725/2011 or (EU) No 427/2014, the second subparagraph of Article 11(2) of those Regulations shall apply.

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