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## I

(Legislative acts)

## DECISIONS

## COUNCIL DECISION (EU) 2021/991

of 7 June 2021

**concerning the dock dues scheme in the French outermost regions and amending Decision No 940/2014/EU**

THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Article 349 thereof,

Having regard to the proposal from the European Commission,

After transmission of the draft legislative act to the national parliaments,

Having regard to the opinion of the European Parliament <sup>(1)</sup>,

Acting in accordance with a special legislative procedure,

Whereas:

- (1) The Treaty provisions which apply to the French outermost regions in principle do not authorise any difference between the taxation of local products and the taxation of products from metropolitan France or the other Member States. However, Article 349 of the Treaty provides for the possibility of introducing specific measures for outermost regions because of permanent constraints affecting their economic and social situation.
- (2) Specific measures should be adopted, in particular to lay down the conditions for the application of the Treaties to those regions. Such specific measures are to take into account the special characteristics and constraints of those regions, without undermining the integrity and coherence of the Union legal order, including the internal market and common policies. The competitive disadvantages faced by the French outermost regions are referred to in Article 349 of the Treaty: remoteness, insularity, small size, difficult topography and climate, and economic dependence on a few products. Those permanent constraints result in the French outermost regions depending on imports for raw materials and energy, an obligation to build up larger stocks, and a small local market combined with a low level of export activity, etc. The combination of those competitive disadvantages increases production costs and, therefore, the cost price of goods produced locally, without specific measures, would be less competitive than equivalent goods produced elsewhere, even taking into account the cost of transporting such goods to the French outermost regions. This would make it harder to maintain local production. For this reason, specific measures need to be taken in order to strengthen local industry by making it more competitive.
- (3) With a view to restoring the competitiveness of goods produced locally, Council Decision No 940/2014/EU <sup>(2)</sup> authorises France to apply, until 30 June 2021, exemptions or reductions to dock dues in respect of certain products for which local production exists in the outermost regions of Guadeloupe, French Guiana, Martinique, Mayotte and Réunion, given that the significant importation of those products could jeopardise the continuation of local production and that additional costs could increase the cost price of local production in comparison with products produced elsewhere. The Annex to that Decision contains the list of products to which the tax exemptions or reductions may be applied. The difference between the taxation of locally produced products and that of other products may not exceed 10, 20 or 30 percentage points, depending on the product.

<sup>(1)</sup> Opinion of 18 May 2021 (not yet published in the Official Journal).

<sup>(2)</sup> Council Decision No 940/2014/EU of 17 December 2014 concerning the dock dues in the French outermost regions (OJ L 367, 23.12.2014, p. 1).

- (4) France has requested that a system similar to that contained in Decision No 940/2014/EU continue to apply after 1 July 2021. France explained that although the competitive disadvantages referred to above continue to exist, the tax arrangements established by Decision No 940/2014/EU has made it possible to maintain and, in certain cases, develop local production, and that those arrangements have not disrupted external trade and have not resulted in overcompensation for the additional costs borne by the enterprises.
- (5) For each of the five outermost regions concerned (Guadeloupe, French Guiana, Martinique, Mayotte and Réunion), France sent the Commission a set of lists of products for which it intends to apply a tax differential of no more than 20 or 30 percentage points, depending on whether or not the products are produced locally. The French outermost region of Saint Martin is not covered by the request.
- (6) This Decision implements the provisions of Article 349 of the Treaty and authorises France to apply differentiated taxation to the products for which it has been proven, firstly, that local production exists, secondly, that the significant importation of those products (including from metropolitan France and other Member States) that could jeopardise the continuation of local production exists, and lastly, that additional costs exist which increase the cost price of local production in comparison with products produced elsewhere, compromising the competitiveness of products produced locally. The authorised tax differential should not exceed the proven additional costs.
- (7) In cases where local production has a market share of less than 5 % or where the share of imports is less than 10 %, additional evidence was requested as proof of all or some of the following circumstances: the existence of labour-intensive production; new or complementary production designed to diversify a company's product range; production that is strategic for local development (e.g. in sectors relating to the circular economy, harnessing biodiversity or environmental protection); innovative or high-added-value production; production for which the disruption of supply from elsewhere could jeopardise the local economy or population; production which can only exist with a dominant market position as a result of the small size of the markets in the outermost regions; and the production of medical products and personal protective equipment required to tackle public health crises. Applying those principles allows the provisions of Article 349 of the Treaty to be implemented without going beyond what is necessary and without creating an unjustified advantage for local production so as not to undermine the integrity and the coherence of the Union legal order, including safeguarding undistorted competition in the internal market and State aid policies.
- (8) With a view to simplifying and reducing the obligations of small enterprises and to supporting their growth, the tax exemptions or reductions should apply to operators with an annual turnover of at least EUR 550 000. Operators whose annual turnover is below that threshold should not be subject to dock dues but also should not be able to deduct the amount of those dock dues borne upstream.
- (9) Similarly, consistency with Union law means ruling out the application of a tax differential for food products benefiting from aid under Chapter III of Regulation (EU) No 228/2013 of the European Parliament and of the Council <sup>(<sup>3</sup>)</sup>. That provision prevents the effect of the financial aid to agriculture granted under the specific supply arrangements from being cancelled out or reduced by the higher taxation of the subsidised products by means of dock dues.
- (10) The objectives of supporting the social and economic development of the French outermost regions, already provided for in Decision No 940/2014/EU, are confirmed by the requirements regarding the purpose of the dock dues. It is a legal obligation for the revenue from those dock dues to be incorporated into the tax resources of the French outermost regions and to be allocated to an economic and social development strategy involving the promotion of local activities.
- (11) It is necessary to amend Decision No 940/2014/EU in order to extend the period of application of the derogation authorised by it by six months, until 31 December 2021. That period should enable France to take implementing measures.

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<sup>(3)</sup> Regulation (EU) No 228/2013 of the European Parliament and of the Council of 13 March 2013 laying down specific measures for agriculture in the outermost regions of the Union and repealing Council Regulation (EC) No 247/2006 (OJ L 78, 20.3.2013, p. 23).

- (12) The duration of the scheme should be set at six years, until 31 December 2027. In order to enable the Commission to determine whether the grounds for the derogation still apply, France should submit an evaluation report to the Commission by 30 September 2025.
- (13) To avoid any legal uncertainty, this Decision should apply from 1 January 2022, while the extension of the period of application of the derogation authorised by Decision No 940/2014/EU should take effect on 1 July 2021.
- (14) This Decision is without prejudice to the possible application of Articles 107 and 108 of the Treaty,

HAS ADOPTED THIS DECISION:

#### *Article 1*

1. By way of derogation from Articles 28, 30 and 110 of the Treaty, France is authorised, until 31 December 2027, to apply exemptions or reductions to dock dues in respect of the products listed in Annex I which are produced locally in Guadeloupe, French Guiana, Martinique, Mayotte or Réunion, as outermost regions within the meaning of Article 349 of the Treaty. Those exemptions or reductions must be in keeping with the economic and social development strategy of the outermost regions concerned, taking account of the Union framework, and contribute to the promotion of local activities while not adversely affecting the conditions of trade to an extent contrary to the common interest.

2. With reference to the rate of taxation applied to similar products not originating in the outermost regions concerned, the application of the total exemptions or reductions referred to in paragraph 1 may not result in differences of more than:

- (a) 20 percentage points for the products listed in part A of Annex I;
- (b) 30 percentage points for the products listed in part B of Annex I.

France shall undertake to ensure that the exemptions or reductions applied to the products listed in Annex I do not exceed either the proven additional costs or the percentage strictly necessary to maintain, promote and develop local economic activities.

3. France shall apply the tax exemptions or reductions referred to in paragraphs 1 and 2 to operators whose annual turnover is at least EUR 550 000. Operators whose annual turnover is below that threshold shall not be subject to dock dues.

#### *Article 2*

The French authorities shall apply the same taxation arrangements as those applied to products produced locally to products that have benefited from the specific supply arrangements under Chapter III of Regulation (EU) No 228/2013.

#### *Article 3*

France shall submit an evaluation report to the Commission by 30 September 2025 to enable the Commission to determine whether the grounds for applying the tax arrangements referred to in Article 1 still apply. The evaluation report shall contain the information set out in Annex II.

#### *Article 4*

In Article 1(1) of Decision No 940/2014/EU, the date '30 June 2021' is replaced by '31 December 2021'.

#### *Article 5*

This Decision shall apply from 1 January 2022, with the exception of Article 4, which shall apply from 1 July 2021.

*Article 6*

This Decision is addressed to the French Republic.

Done at Luxembourg, 7 June 2021.

*For the Council*  
*The President*  
F. VAN DUNEM

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## ANNEX I

## LIST OF PRODUCTS REFERRED TO IN ARTICLE 1 ELIGIBLE FOR A DOCK DUES TAX DIFFERENTIAL

A. List of products referred to in point (a) of Article 1(2) according to the classification of the Common Customs Tariff nomenclature <sup>(1)</sup>

## 1. Outermost region of Guadeloupe

0105 11, 0201, 0203, 0207, 0208, 0210 12 19, 0302, 0304, 0305 49 80, 0306, 0307 91, 0307 99, 0403 except 0403 10, 0407, 0408, 0409, 0702, 0704, 0705 19, 0706 10 00 10, 0707 00 05, 0709 60 10, 0709 60 99, 0709 99 90, 0713, 0714, 0804 30 00, 0805 50 90, 0807 11, 0807 19, 0904 22 00, 0910 91, 1106, 1601, 1602, 1604 20, 1806 31, 1806 32 10, 1806 32 90, 1806 90 31, 1806 90 60, 1901 20, 1902 11, 1902 19, 2103 30 90, 2103 90 30, 2103 90 90, 2105, 2106, 2201 10 90, 2201 90, 2202 91, 2202 99 except 2202 99 19, 2207 10, 2207 20 00, 2208 40, 2209 00 91, 2309 90 except 2309 90 41 89 <sup>(2)</sup>, 2309 90 51 <sup>(2)</sup>, 2309 90 96 39 and 2309 90 96 95 <sup>(2)</sup>, 2505, 2517 10, 2523 29, 2712 10 90, 2804, 2806, 2811, 2814, 2828, 2833, 2834, 2836, 2853 00 10, 3101, 3102, 3103, 3104, 3105, 3208, 3209, 3303 00 90, 3304 99 00, 3305 10, 3401, 3402, 3406, 3808, 3820 00 00, 3917 except 3917 10 10, 3919, 3920, 3923, 3925 30, 3925 90, 3926 90, 4407 11, 4407 21 to 4407 29, 4407 99, 4418 10, 4418 20, 4418 90, 4818, 4819 10 00, 4821 10, 4821 90, 4910, 4911 10, 6303 12, 6306 12, 6306 19, 6306 30, 6307 90 98, 6810 except 6810 11 10, 7003 12 99, 7003 19 90, 7003 20, 7213 10, 7213 91 10, 7214 20, 7214 99 10, 7308 90 59, 7308 90 98, 7310 10, 7314 except 7314 12, 7610 10, 7610 90 90, 7616 99 90, 8419 19, 8903 99 10, 8907 90 00, 9001 50, 9004 10 10, 9004 90 10, 9004 90 90, 9403 70 00, 9404 10, 9404 21, 9406 00 20, 9506 99 90.

## 2. Outermost region of French Guiana

0105 11, 0201, 0203, 0204, 0206 10 95, 0206 10 98, 0206 30, 0206 80 99, 0207 11, 0207 12, 0207 13, 0207 41, 0207 43, 0209 10 90, 0209 90, 0210 11, 0210 12, 0210 19, 0210 99, 0302, 0303 59, 0303 89, 0304, 0305 31 00, 0305 39 90, 0305 44 90, 0305 49 80, 0305 52 00, 0305 53 90, 0305 54 90, 0305 59 85, 0305 64 00, 0305 69 80, 0306 17, 0406, 0408 99, 0702, 0704 90 10, 0709 60, 0805, 0807, 0810 90 75, 0901 except 0901 10, 0904 11, 0904 12, 1106 20 90, 1601, 1602, 1604, 1605, 1806 31, 1806 32, 1806 90, 1905, 2005 99 80, 2008 99 except 2008 99 48 19, 2008 99 48 99 and 2008 99 49 80, 2103, 2105, 2106 90 98, 2201, 2202, 2208 40, 2209 00 91, 2309 90 except 2309 90 31 80, 2309 90 35, 2309 90 41 89, 2309 90 43, 2309 90 51, 2309 90 96 39 and 2309 90 96 95, 2505 10, 2517 10, 2523 29 00, 2828 90, 3204 17 00, 3208 20 90, 3208 90, 3209 10, 3402, 3809 91, 3824 50, 3919, 3920 51, 3923 except 3923 10, 3923 40 and 3923 90, 3925, 3926 90, 4818, 4821 10, 4909, 4910, 4911, 6109, 6110 30 91, 6111 20 90, 6201 19 00, 6204 42 00, 6205, 6206, 6302 91 00, 6303 12, 6303 19, 6306 12, 6306 19, 6307 90 98, 6505 00 30, 6802 23, 6802 29, 6802 93, 6802 99, 6810, 6912 00, 7006 00 90, 7009, 7210, 7214 20, 7308 30, 7308 90, 7314, 7604, 7610 10, 7610 90, 7616 99, 7907, 8211, 8421 21 00 90, 8537 10, 9001 50, 9004 90, 9021 21, 9021 29, 9404 21, 9405 40, 9405 60.

## 3. Outermost region of Martinique

0105 11, 0105 12, 0105 15, 0201, 0203, 0207, 0208 10, 0210 11, 0210 12, 0210 19, 0210 20, 0210 99 49, 0302, 0303, 0304, 0305, 0306, 0307, 0403 except 0403 10, 0406 10, 0406 90 50, 0407, 0408, 0409, 0601, 0602, 0603, 0604, 0702, 0704 90, 0705, 0706, 0707, 0709 30 00, 0709 40 00, 0709 51 00, 0709 60, 0709 93 90, 0709 99, 0710, 0714, 0801 11, 0801 13 to 0801 18, 0803, 0804 30, 0804 40 00, 0804 50, 0805, 0807, 0809 10, 0809 40, 0810 30, 0810 90, 0813, 0910 91, 1106 20, 1601, 1602, 1604 20, 1605 10, 1605 21, 1702, 1704 90 61, 1704 90 65, 1704 90 71, 1806, 1902, 1904 10, 1904 20, 2005 99, 2103 30, 2103 90, 2104 10, 2105, 2106, 2201, 2202 10, 2202 91, 2202 99, 2208 40, 2309 except 2309 90 96, 2505, 2517 10, 2523 21, 2523 29, 2710, 2711, 2712, 2804, 2806, 2811, 2814, 2828 10, 2828 90, 2836, 2853 90 10, 2903, 2907, 3101, 3102, 3103, 3104, 3105, 3204, 3205, 3206, 3207, 3208, 3209, 3303, 3305, 3401, 3402, 3406, 3808, 3820, 3824, 3907 61 00, 3919, 3920, 3921 11, 3921 19, 3923 10 90, 3923 21, 3923 29, 3923 30, 3924, 3926, 4012 11, 4012 12, 4012 19, 4401, 4407 21 to 4407 29, 4408, 4409, 4415 20, 4418 10, 4418 20, 4418 90, 4421 99, 4811, 4818 10, 4818 20, 4818 30, 4818 90, 4819, 4820, 4821, 4823, 4902, 4909, 4910, 4911 10, 6103, 6104, 6105, 6109 10, 6109 90 20, 6109 90 90, 6203, 6204, 6205, 6207, 6208, 6306 12, 6306 19, 6306 30, 6805, 6810, 6902, 6904 10, 7003 12, 7003 19, 7113 to 7117, 7213, 7214, 7217, 7225, 7308, 7314, 7610, 7616 91, 7616 99, 8418 69 00, 8419 19 00, 8708 99 97, 8716 40 00, 8901 90 10, 8902, 8903 99, 8907 90 00, 9004 10 10, 9004 90 10, 9004 90 90, 9021 21, 9021 29, 9403, 9404 10, 9404 21, 9405 60, 9406, 9506 99 90.

<sup>(1)</sup> Annex I to 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).

<sup>(2)</sup> Except for non-organic products.

## 4. Outermost region of Mayotte

0105 11, 0105 12, 0105 15, 0201, 0204, 0206, 0207, 0302, 0303, 0304, 0305, 0407, 0702, 0704 90 90, 0705 19, 0707 00 05, 0709 30, 0709 60, 0709 93 10, 0709 99 10, 0714, 0801 11, 0801 12, 0801 19, 0803, 0804 30, 0805 10, 0905, 1513 11, 1513 19, 1806, 2106 90 92, 2201, 2309 90 except 2309 90 96, 3301 29 11, 3301 29 31, 3917, 3923 90 00, 3924 90 00, 3925 10 00, 3926 90 92, 3926 90 97, 4401, 4403, 4407, 4409, 4418, 4820, 4821, 4902, 4909, 4910, 4911, 6904 10 00, 7003, 7005, 7210, 7216 61 90, 7216 91 10, 7308 30, 7308 90 98, 7312, 7314, 7326 90 98, 7606, 7610 10, 8301 40 90, 8310, 8421 21 00, 8716 80 00, 9021 10 10, 9406 00 31, 9406 00 38.

## 5. Outermost region of Réunion

0105 11, 0105 12, 0105 13, 0105 15, 0207, 0208 10, 0208 90 30, 0208 90 98, 0209, 0301, 0302, 0303, 0304, 0305, 0306 11, 0306 31, 0306 91, 0307 59, 0403, 0405 except 0405 10, 0406 10, 0406 90, 0407, 0408, 0409, 0601, 0602, 0603, 0604 90 91, 0604 90 99, 0703 10 19, 0703 20 00, 0709 60, 0710, 0711 90 10, 0801, 0803, 0804, 0805, 0806, 0807, 0808, 0809, 0810, 0811, 0812, 0813, 0901 21, 0901 22, 0904, 0909 31, 0910 11, 0910 12, 0910 30, 0910 91 10, 0910 91 90, 0910 99 99, 1101 00 15, 1106 20, 1108 14, 1302 19, 1516 20, 1601, 1602, 1604 14, 1604 19, 1604 20, 1605, 1702, 1704, 1806, 1901, 1902, 1903, 1904, 1905, 2001, 2002 90 11, 2004 10 10, 2004 10 91, 2004 90 50, 2004 90 98, 2005 10, 2005 20, 2005 40, 2005 59, 2005 99 10, 2005 99 30, 2005 99 50, 2006, 2007 except 2007 99 97 10, 2008 except 2008 19 19 80, 2008 30 55 90, 2008 40 51 90, 2008 40 59 90, 2008 50 61 90, 2008 60 50 90, 2008 70 61 90, 2008 80 50 90, 2008 97 59 90, 2008 99 49 80 and 2008 99 99 90 <sup>(3)</sup>, 2102 30 00, 2103 20, 2103 90, 2104, 2105, 2106 90, 2201, 2208 40, 2309 10, 2309 90 except 2309 90 35, 2309 90 51 90<sup>(2)</sup> and 2309 90 96 95, 2501 00 91, 2710 19 81, 2710 19 83, 2710 19 87, 2710 19 91, 2710 19 99, 2834 29 80, 3102 10 90, 3210, 3211, 3212, 3301 12, 3301 13, 3301 24, 3301 29, 3301 30, 3401 11, 3402, 3808 92, 3808 99, 3809, 3811 90, 3814, 3820, 3824, 3917, 3920 except 3920 10, 3921 11, 3921 13, 3921 90 60, 3921 90 90, 3923 except 3923 21, 3925 10, 3925 20, 3925 30, 3925 90 80, 3926 90, 4009, 4010, 4012, 4016, 4407 11, 4407 12, 4407 19, 4409 10, 4409 21, 4409 29, 4415 20, 4418, 4421, 4811, 4818 10, 4818 20 10, 4818 20 91, 4818 20 99, 4818 90 10, 4818 90 90, 4819 10, 4820, 4821, 4823 70, 4823 90, 4909, 4910, 4911 10, 4911 91, 4911 99, 6303 92 90, 6306, 6801, 6811 89, 7007 29, 7009 except 7009 10, 7216 61 10, 7306 30 80, 7306 61 92, 7307 99 80, 7308 except 7308 90, 7309, 7310 21, 7312 90, 7314, 7326, 7606, 7608, 7610, 7616 91, 7616 99 90, 8310, 8418 50, 8418 69, 8418 91, 8418 99, 8419 19, 8419 90 85, 8421 21 to 8421 29, 8511 40 00, 8511 50 00, 8511 90 00, 8537, 8707, 8708, 8902, 8903 99, 9001, 9004 10 10, 9004 90 10, 9004 90 90, 9021 21 90, 9021 29, 9401 except 9401 10 and 9401 20, 9403, 9404 10, 9405, 9406, 9506 21, 9506 29, 9506 99 90, 9619.

## B. List of products referred to in point (b) of Article 1(2) according to the classification of the Common Customs Tariff nomenclature

## 1. Outermost region of Guadeloupe

0403 10, 0901 21, 0901 22, 1006 30, 1006 40, 1101, 1701, 1905, 2007, 2009 except 2009 11 91 90, 2009 11 99 98, 2009 19 98 99, 2009 49 19 90, 2009 49 30 91, 2009 49 99 90, 2009 61 10 00, 2009 71 99 90, 2009 79 19 90, 2009 79 98 20, 2009 89 19 90, 2009 89 69 90, 2009 89 73 13, 2009 89 73 99, 2009 89 79 99, 2009 89 96 90, 2009 89 97 29, 2009 89 97 99, 2009 89 99 99, 2009 90 29 80, 2009 90 49 00, 2009 90 51 80, 2009 90 59 39, 2009 90 59 90 and 2009 90 97 00, 2202 10 00, 2202 99 19, 2203, 2208 70 <sup>(4)</sup>, 2208 90<sup>(4)</sup>, 3925 10 00, 7009 91, 7009 92, 8421 21 00.

## 2. Outermost region of French Guiana

0403, 1702, 2007 except 2007 99 33 25 and 2007 99 35 25, 2009 except 2009 11 99 98, 2009 31 19 99, 2009 39 39 19, 2009 39 39 99, 2009 49 30 91, 2009 49 30 99, 2009 49 99 90, 2009 81 99 90, 2009 89 36 90, 2009 89 97 99, 2009 90 29 80, 2009 90 59 90, 2009 90 97 00 and 2009 90 98 80, 2203, 2208 70<sup>(4)</sup>, 4401 12 00, 4403 49, 4407 29, 4407 99 96, 4409 29 91, 4409 29 99, 4418 10, 4418 20, 4418 40, 4418 50, 4418 60, 4418 90, 4418 99, 4420 10, 9406 10 00, 9406 90 10, 9406 90 38.

## 3. Outermost region of Martinique

0403 10, 0901 21, 0901 22, 1006 30, 1006 40, 1101 00 11, 1101 00 15, 1701, 1901, 1905, 2006 00 10, 2006 00 35, 2006 00 91, 2007 except 2007 10 99, 2007 99 33 15 and 2007 99 39 29, 2008 except 2008 20 51, 2008 50 61 90, 2008 60 50 10, 2008 80 50 90, 2008 93 93 90, 2008 97 51 90, 2008 97 59 90, 2008 99 48 94,

<sup>(3)</sup> Except for tropical products.

<sup>(4)</sup> Only rum-based products under heading 2208 40.



2008 99 48 99, 2008 99 49 80 and 2008 99 99 90, 2009 except 2009 11 99 96, 2009 11 99 98, 2009 19 98 99, 2009 29 99 90, 2009 39 39 19, 2009 39 39 99, 2009 49 30 91, 2009 49 30 99, 2009 49 91 90, 2009 69 51 10, 2009 79 11 91, 2009 79 11 99, 2009 89 97 99<sup>(3)</sup>, 2009 89 99 99<sup>(5)</sup> and 2009 90 59 90<sup>(5)</sup>, 2203, 2204 21, 2205, 2208 70<sup>(4)</sup>, 2208 90<sup>(4)</sup>, 2309 90 96 except 2309 90 96 39, 3917, 3925, 7009 91, 7009 92, 7212 30, 8421 21 00.

4. Outermost region of Mayotte

0401, 0403, 0406, 2105, 2202, 3208, 3209, 3210, 3214 10 90, 3401, 3402, 9403 20 80, 9403 30, 9403 40, 9403 50, 9403 60, 9404 29 90.

5. Outermost region of Réunion

0905 10, 1512 19, 1514 19 90, 1701, 2002 10, 2005 51 00, 2005 99 80, 2009 except 2009 11 99 96, 2009 19 98 99, 2009 29 99 90, 2009 39 31 19, 2009 69 19 10, 2009 69 51 10, 2009 79 19 90, 2009 79 30 90, 2009 89 69 90<sup>(5)</sup>, 2009 89 73 99, 2009 89 97 99<sup>(5)</sup>, 2009 89 99 99<sup>(5)</sup>, 2009 90 51 80 and 2009 90 59<sup>(5)</sup>, 2202 10, 2202 99 19, 2203, 2204 21 79, 2204 21 80, 2204 21 83, 2204 21 84, 2204 29 83, 2204 29 84, 2206 00 59, 2206 00 89, 2208 70<sup>(3)</sup>, 2208 90<sup>(3)</sup>, 2402 20, 3208, 3209, 3214 10 90, 3920 10, 3923 21, 4819 20 00, 7113, 7114, 7115, 7117, 7308 90, 9404 21 10, 9404 21 90, 9404 29 10, 9404 29 90.

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<sup>(3)</sup> Where the Brix value of the product is higher than 20.

## ANNEX II

**INFORMATION TO BE INCLUDED IN THE EVALUATION REPORT REFERRED TO IN ARTICLE 3**

## 1. Estimated additional production costs

The French authorities shall send to the Commission a summary report with sufficient data to determine whether additional costs exist which increase the cost price of local production in comparison with products produced elsewhere. The information provided in the summary report shall include at least the following elements, where such information is available: costs of inputs, costs related to storage (overstocking and longer rotation time), costs related to over-sizing of equipment and additional costs related to human resources and finance. That data shall be provided for at least each product category under the Harmonised System headings, according to the first four digits of the Combined Nomenclature. The summary report shall also contain 'product information sheets' relating to the additional costs that continue to be incurred periodically by France.

## 2. Other subsidies

The French authorities shall send to the Commission a list of all the other aid and support measures addressing the additional production costs borne by economic operators and linked to the remoteness of the regions of Guadeloupe, French Guiana, Martinique, Mayotte and Réunion.

## 3. Impact on the budget of public authorities

The French authorities shall fill in Table 1, providing the estimated total amount (in EUR) of tax collected and not collected as a result of the application of a dock dues tax differential.

Table 1

Year <sup>(1)</sup>	2019	2020	2021	2022	2023	2024	Notes <sup>(2)</sup>
Tax not collected <sup>(3)</sup>							
Tax receipts – imports <sup>(4)</sup>							
Tax receipts – local production <sup>(5)</sup>							

Notes to the table:

- (1) Information may not be available for all the years listed.
- (2) Provide comments and clarifications as deemed relevant.
- (3) 'Tax not collected': total amount (in EUR) of tax not collected because of the tax differentials applied to local production (reductions/exemptions). At product level, this is calculated by multiplying the amount of local production sold (excluding exports) by the tax differential applied. The indicator is then calculated by adding up the results obtained for each product.
- (4) 'Tax receipts – imports': total amount (in EUR) of dock dues collected in respect of imported products.
- (5) 'Tax receipts – local production': total amount (in EUR) of dock dues collected in respect of local production.

## 4. Impact on overall economic performance

The French authorities shall complete Table 2 for each region, providing any data demonstrating the impact of the tax differentials on the socioeconomic development of those regions. The indicators required in the Table shall refer to the performance of the sectors benefiting from a tax differential compared to the general performance of the economy of these outermost regions. If some of the indicators are unavailable, alternative data on the impact on the overall economic performance of these regions shall be provided.

Table 2

Year <sup>(1)</sup>	2019	2020	2021	2022	2023	2024	Notes <sup>(2)</sup>
Gross value added at regional level							
— In sectors benefiting from a tax differential <sup>(3)</sup>							
Overall regional employment							
— In sectors benefiting from a tax differential <sup>(3)</sup>							
Number of active companies							
— In sectors benefiting from a tax differential <sup>(3)</sup>							
Price level index – mainland France							
Price level index – outermost regions							

Notes to the table:

- (1) Information may not be available for all the years listed.
- (2) Provide comments and clarifications as deemed relevant.
- (3) 'Sectors benefiting from a tax differential': economic sectors (NACE or similar definition) in which most production (by production volume) benefits from a tax differential.

## 5. Specifications of the scheme

The French authorities shall complete Tables 3 and 4 for each product (SH4, SH6, NC8 or TARIC10 as applicable) and by year (from 2019 to 2024) for each of the regions of Guadeloupe, French Guiana, Martinique, Mayotte and Réunion. The list only includes products benefiting from a tax differential.

Table 3: Identification of products and rates applied

Product benefiting from a tax differential – customs nomenclature (4, 6, 8 or 10 digits)	Year	External dock dues rate <sup>(1)</sup>	Internal dock dues rate <sup>(2)</sup>	Tax differential applied <sup>(3)</sup>	Notes <sup>(4)</sup>
	2019				
	2020				

	2021				
	2022				
	2023				

Notes to the table:

- (1) 'External dock dues rate': dock dues rate applied to imports.
- (2) 'Internal dock dues rate': dock dues rate applied to local production.
- (3) 'Tax differential applied': difference between the internal and external dock dues rates.
- (4) Provide comments and clarifications as deemed relevant.

Table 4: Market share of products benefiting from a tax differential

Product benefiting from a tax differential – CN code (4, 6, 8 or 10 digits) <sup>(1)</sup>	Year	Volume <sup>(2)</sup>				Amount (in EUR) <sup>(3)</sup>			Notes <sup>(4)</sup>
		local production	unit	imports	market share <sup>(5)</sup>	local production	imports	market share <sup>(5)</sup>	
	2019								
	2020								
	2021								
	2022								
	2023								

Notes to the table:

- (1) The first column must be identical to the first column in the previous table to enable data matching.
- (2) 'Volume': in the 'unit' column, specify the unit of measurement (tonnes, hl, pieces, etc.).
- (3) 'Amount': for imports, this corresponds to the taxable amount.
- (4) Provide comments and clarifications as deemed relevant.
- (5) 'Market share': the market share is calculated by deducting the exports of local products.

## 6. Irregularities

The French authorities shall provide information on any investigation into administrative irregularities, in particular in the case of tax evasion or smuggling, as part of the application of the dock dues tax differential scheme. They shall also provide detailed information including, as a minimum, the nature of the case and the value and time period involved.

## 7. Complaints

The French authorities shall report any complaints received by local, regional or national authorities concerning the application of the dock dues tax differential scheme (from beneficiaries as well as non-beneficiaries of the scheme).

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## II

(Non-legislative acts)

## RECOMMENDATIONS

## COUNCIL RECOMMENDATION (EU) 2021/992

of 18 June 2021

**amending Recommendation (EU) 2020/912 on the temporary restriction on non-essential travel into the EU and the possible lifting of such restriction**

THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Article Article 77(2)(b) and (e) and Article 292, first and second sentence thereof,

Whereas:

- (1) On 30 June 2020, the Council adopted a Recommendation on the temporary restriction on non-essential travel into the EU and the possible lifting of such restriction <sup>(1)</sup> ('Council Recommendation').
- (2) Since then, the Council adopted Recommendations (EU) 2020/1052 <sup>(2)</sup>, (EU) 2020/1144 <sup>(3)</sup>, (EU) 2020/1186 <sup>(4)</sup>, (EU) 2020/1551 <sup>(5)</sup>, (EU) 2020/2169 <sup>(6)</sup>, (EU) 2021/89 <sup>(7)</sup>, (EU) 2021/132 <sup>(8)</sup>, (EU) 2021/767 <sup>(9)</sup> and (EU) 2021/892 <sup>(10)</sup> amending Council Recommendation (EU) 2020/912 on the temporary restriction on non-essential travel into the EU and the possible lifting of such restriction.
- (3) On 20 May 2021, the Council adopted Recommendation (EU) 2021/816 amending Recommendation (EU) 2020/912 on the temporary restriction on non-essential travel into the EU and the possible lifting of such restriction <sup>(11)</sup> in order to update the criteria used to assess whether non-essential travel from third countries is safe and should be allowed.
- (4) The Council Recommendation provides that Member States should gradually lift the temporary restriction on non-essential travel to the EU as from 1 July 2020 in a coordinated manner with regard to the residents of the third countries listed in Annex I to the Council Recommendation. Every two weeks, the list of third countries referred to in Annex I should be reviewed, and as the case may be updated, by the Council, after close consultation with the Commission and the relevant EU agencies and services following an overall assessment based on the methodology, criteria and information referred to in the Council Recommendation.
- (5) Discussions have since then taken place within the Council, in close consultation with the Commission and the relevant EU agencies and services, on the review of the list of third countries set out in Annex I to the Council Recommendation and in application of the criteria and methodology laid down in the Council Recommendation, as amended by Recommendation (EU) 2021/816. As a result of these discussions, the list of third countries set out in

<sup>(1)</sup> OJ L 208 I, 1.7.2020, p. 1.

<sup>(2)</sup> OJ L 230, 17.7.2020, p. 26.

<sup>(3)</sup> OJ L 248, 31.7.2020, p. 26.

<sup>(4)</sup> OJ L 261, 11.8.2020, p. 83.

<sup>(5)</sup> OJ L 354, 26.10.2020, p. 19.

<sup>(6)</sup> OJ L 431, 21.12.2020, p. 75.

<sup>(7)</sup> OJ L 33, 29.1.2021, p. 1.

<sup>(8)</sup> OJ L 41, 4.2.2021, p. 1.

<sup>(9)</sup> OJ L 165 I, 11.5.2021, p. 66.

<sup>(10)</sup> OJ L 198, 4.6.2021, p. 1.

<sup>(11)</sup> OJ L 182, 21.5.2021, p. 1.

Annex I should be amended. In particular, Albania, Lebanon, Republic of North Macedonia, Serbia and United States of America should be added to the list, as well as Taiwan, under the category of entities and territorial authorities that are not recognised as states by at least one Member State. As regards Hong Kong and Macao, non-essential travel should now be possible without the requirement of reciprocity.

- (6) Border control is in the interest not only of the Member State at whose external borders it is carried out but of all Member States which have abolished internal border control. Member States should therefore ensure that measures taken at the external borders are coordinated in order to ensure a well functioning Schengen area. To that end, as of 18 June 2021, Member States should continue lifting the temporary restriction on non-essential travel into the EU in a coordinated manner with regard to the residents of the third countries, Special Administrative Regions *and other entities and territorial authorities* listed in Annex I of the Council Recommendation as amended by this Recommendation.
- (7) In accordance with Articles 1 and 2 of Protocol No 22 on the Position of Denmark annexed to the Treaty on European Union and to the TFEU, Denmark is not taking part in the adoption of this Recommendation and is not bound by it or subject to its application. Given that this Recommendation builds upon the Schengen acquis, Denmark shall, in accordance with Article 4 of the said Protocol, decide within a period of six months after the Council has decided on this Recommendation whether it will implement it.
- (8) This Recommendation constitutes a development of the provisions of the Schengen acquis in which Ireland does not take part, in accordance with Council Decision 2002/192/EC <sup>(12)</sup>; Ireland is therefore not taking part in its adoption and is not bound by it or subject to its application.
- (9) As regards Iceland and Norway, this Recommendation constitutes a development of the provisions of the Schengen acquis within the meaning of the Agreement concluded by the Council of the European Union and the Republic of Iceland and the Kingdom of Norway concerning the latter's association with the implementation, application and development of the Schengen acquis which fall within the area referred to in Article 1, point A, of Council Decision 1999/437/EC <sup>(13)</sup>.
- (10) As regards Switzerland, this Recommendation constitutes a development of the provisions of the Schengen acquis within the meaning of the Agreement between the European Union, the European Community and the Swiss Confederation on the Swiss Confederation's association with the implementation, application and development of the Schengen acquis which fall within the area referred to in Article 1, point A, of Decision 1999/437/EC <sup>(14)</sup> read in conjunction with Article 3 of Council Decision 2008/146/EC <sup>(15)</sup>.
- (11) As regards Liechtenstein, this Recommendation constitutes a development of provisions of the Schengen acquis within the meaning of the Protocol between the European Union, the European Community, the Swiss Confederation and the Principality of Liechtenstein on the accession of the Principality of Liechtenstein to the Agreement between the European Union, the European Community and the Swiss Confederation on the Swiss Confederation's association with the implementation, application and development of the Schengen acquis which fall within the area referred to in Article 1 point A, of Decision 1999/437/EC <sup>(16)</sup> read in conjunction with Article 3 of Decision 2011/350/EU <sup>(17)</sup>,

<sup>(12)</sup> Council Decision 2002/192/EC of 28 February 2002 concerning Ireland's request to take part in some of the provisions of the Schengen acquis (OJ L 64, 7.3.2002, p. 20).

<sup>(13)</sup> OJ L 176, 10.7.1999, p. 31.

<sup>(14)</sup> OJ L 53, 27.2.2008, p. 52.

<sup>(15)</sup> Council Decision 2008/146/EC of 28 January 2008 on the conclusion, on behalf of the European Community, of the Agreement between the European Union, the European Community and the Swiss Confederation on the Swiss Confederation's association with the implementation, application and development of the Schengen acquis (OJ L 53, 27.2.2008, p. 1).

<sup>(16)</sup> OJ L 160, 18.6.2011, p. 21.

<sup>(17)</sup> Council Decision 2011/350/EU of 7 March 2011 on the conclusion, on behalf of the European Union, of the Protocol between the European Union, the European Community, the Swiss Confederation and the Principality of Liechtenstein on the accession of the Principality of Liechtenstein to the Agreement between the European Union, the European Community and the Swiss Confederation on the Swiss Confederation's association with the implementation, application and development of the Schengen acquis, relating to the abolition of checks at internal borders and movement of persons (OJ L 160, 18.6.2011, p. 19).

HAS ADOPTED THIS RECOMMENDATION:

Recommendation (EU) 2020/912, as amended by Recommendation (EU) 2020/1052, by Recommendation (EU) 2020/1144, by Recommendation (EU) 2020/1186, by Recommendation (EU) 2020/1551, by Recommendation (EU) 2020/2169, by Recommendation (EU) 2021/89, by Recommendation (EU) 2021/132, by Recommendation (EU) 2021/767, by Recommendation (EU) 2021/816 and by Recommendation (EU) 2021/892 on the temporary restriction on non-essential travel into the EU and the possible lifting of such restriction is amended as follows:

(1) The first paragraph of point 1 of the Council Recommendation is replaced by the following:

1. As from 18 June 2021, Member States should gradually lift the temporary restriction on non-essential travel to the EU in a coordinated manner with regard to the residents of the third countries listed in Annex I.

(2) Annex I to the Recommendation is replaced by the following:

*'ANNEX I*

Third countries, Special Administrative Regions and other entities and territorial authorities whose residents should not be affected by temporary external borders restriction on non-essential travel into the EU:

I. STATES

1. ALBANIA
2. AUSTRALIA
3. ISRAEL
4. JAPAN
5. LEBANON
6. NEW ZEALAND
7. REPUBLIC OF NORTH MACEDONIA
8. RWANDA
9. SERBIA
10. SINGAPORE
11. SOUTH KOREA
12. THAILAND
13. UNITED STATES OF AMERICA
14. CHINA (\*)

II. SPECIAL ADMINISTRATIVE REGIONS OF THE PEOPLE'S REPUBLIC OF CHINA

Hong Kong SAR  
Macao SAR

III. ENTITIES AND TERRITORIAL AUTHORITIES THAT ARE NOT RECOGNISED AS STATES BY AT LEAST ONE MEMBER STATE

Taiwan

(\*) subject to confirmation of reciprocity'

Done at Brussels, 18 June 2021.

*For the Council*  
*The President*  
J. LEÃO



## ACTS ADOPTED BY BODIES CREATED BY INTERNATIONAL AGREEMENTS

Only the original UN/ECE texts have legal effect under international public law. The status and date of entry into force of this Regulation should be checked in the latest version of the UN/ECE status document TRANS/WP.29/343, available at: <http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29fdocshtml>

### **UN Regulation No 160 – Uniform provisions concerning the approval of motor vehicles with regard to the Event Data Recorder**

Date of entry into force: 30 September 2021

This document is meant purely as documentation tool. The authentic and legally binding text is: ECE/TRANS/WP.29/2020/123/Rev.1.

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## 0. INTRODUCTION

- 0.1. The intention of this Regulation is to establish uniform provisions concerning the approval of motor vehicles of the Categories M1 and N1 with regard to their Event Data Recorders (EDRs).
- 0.2. The provisions concern the minimum collection, storage and crash survivability of motor vehicle crash event data. It does not include specifications for data retrieval tools and methods as that is subject to national/regional level requirement.
- 0.3. The purpose of these provisions is to ensure that EDRs record, in a readily usable manner, data valuable for effective crash investigations and for analysis of safety equipment performance (e.g., advanced restraint systems). These data will help provide a better understanding of the circumstances in which crashes and injuries occur and will facilitate the development of safer vehicle designs.

## 1. SCOPE

- 1.1. This Regulation applies to the approval of vehicles of categories M1 and N1 <sup>(1)</sup> with regard to their Event Data Recorder (EDR).
- 1.2. This Regulation is without prejudice to requirements of national or regional laws related to privacy, data protection and personal data processing.
- 1.3. The following data elements are excluded from the scope: VIN, associated vehicle details, location/positioning data, information of the driver, and date and time of an event.
- 1.4. If there is no system or sensor designed to provide the data element to be recorded and stored under Section 3, in the format (range, resolution, and sample rate) indicated in Annex 4. 'DATA ELEMENTS' or it is not operational at the time of recording, this document requires neither recording of such data nor fitting or making such systems or sensors operational. However, if the vehicle is fitted with an original equipment manufacturer sensor or system designed to provide the data element in the format specified in Annex 4. 'DATA ELEMENTS', then it is mandatory to report the data element in the specified format when the sensor or system is operational. In the case the reason for not being operational at the time of recording is a failure of this system or sensor, this failure state shall be recorded by the EDR as defined in the data elements Annex 4. Data elements.

## 2. DEFINITIONS

For the purposes of these performance elements:

- 2.1. 'ABS activity' means the anti-lock brake system (ABS) is actively controlling the vehicle's brakes.
- 2.2. 'Air bag warning lamp status' means whether the air bag malfunction warning lamp is on or off.
- 2.3. 'Capture' means the process of buffering EDR data in a temporary, volatile storage where it is continuously updated at regular time intervals.
- 2.4. 'Delta-V, lateral' means the cumulative change in velocity, as recorded by the EDR of the vehicle, along the lateral axis.
- 2.5. 'Delta-V, longitudinal' means the cumulative change in velocity, as recorded by the EDR of the vehicle, along the longitudinal axis.

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(1) As defined in Section 2 of the Consolidated Resolution on the Construction of Vehicles (R.E.3) (document ECE/TRANS/WP.29/78/Rev.6) – [www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html](http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html)

- 2.6. 'Deployment time, frontal air bag' means (for both driver and front passenger) the elapsed time from crash time zero to the deployment command or for multi-staged air bag systems, the deployment command for the first stage.
- 2.7. 'End of event time' means the moment at which the cumulative delta-V within a 20 ms time period becomes 0,8 km/h or less, or the moment at which the crash detection algorithm of the air bag control unit resets.
- 2.8. 'Engine RPM' means:
- (a) For vehicles powered by internal combustion engines, the number of revolutions per minute of the main crankshaft of the vehicle's engine; and
  - (b) For vehicles not entirely powered by internal combustion engines, the number of revolutions per minute of the motor shaft at the point at which it enters the vehicle transmission gearbox; and
  - (c) For vehicles not powered by internal combustion engines at all, the number of revolutions per minute of the output shaft of the device(s) supplying motive power.
- 2.9. 'Engine throttle, percent full' means the driver-requested acceleration as measured by the throttle position sensor on the accelerator control compared to the fully depressed position.
- 2.10. 'Event' means a crash or other physical occurrence that causes the trigger threshold to be met or exceeded, or any non-reversible deployable restraint to be deployed, whichever occurs first.
- 2.11. 'Event data recorder' (EDR) means a device or function in a vehicle that records the vehicle's dynamic, time-series data during the time period just prior to an event (e.g., vehicle speed v time) or during a crash event (e.g., delta-V v time), intended for retrieval after the crash event. For the purposes of this definition, the event data does not include audio and video data.
- 2.12. 'Frontal air bag' means an inflatable restraint system that requires no action by vehicle occupants and is used to meet the applicable national frontal crash protection requirements.
- 2.13. 'If recorded' means if data is recorded in non-volatile memory for the purpose of subsequent downloading.
- 2.14. 'Ignition cycle, crash' means the number (count) of power mode cycles at the time when the crash event occurred since the first use of the EDR.
- 2.15. 'Ignition cycle download' means the number (count) power mode cycles at the time when the data was downloaded since the first use of the EDR.
- 2.16. 'Lateral acceleration' means the component of the vector acceleration of a point in the vehicle in the y-direction. The lateral acceleration is positive from left to right, from the perspective of the driver when seated in the vehicle facing the direction of forward vehicle travel.
- 2.17. 'Longitudinal acceleration' means the component of the vector acceleration of a point in the vehicle in the x-direction. The longitudinal acceleration is positive in the direction of forward vehicle travel.
- 2.18. 'Maximum delta-V, lateral' means the maximum value of the cumulative change in velocity, as recorded by the EDR, of the vehicle along the lateral axis.
- 2.19. 'Maximum delta-V, longitudinal' means the maximum value of the cumulative change in velocity, as recorded by the EDR, of the vehicle along the longitudinal axis.
- 2.20. 'Maximum delta-V, resultant' means the time-correlated maximum value of the cumulative change in velocity, as reported by the EDR, along the vector-added longitudinal and lateral axis.

- 2.21. 'Multi-event crash' means the occurrence of a minimum of 2 events, the first and last of which begin not more than 5 seconds apart.
- 2.22. 'Non-volatile memory' means the memory reserved for maintaining recorded EDR data in a semi-permanent fashion. Data recorded in non-volatile memory is retained after a loss of power and can be retrieved with EDR data extraction tools and methods.
- 2.23. 'Normal acceleration' means the component of the vector acceleration of a point in the vehicle in the z-direction. The normal acceleration is positive in a downward direction.
- 2.24. 'Occupant size classification' means, for front passenger, the classification of an occupant as an adult and not a child, and for the driver, the classification of the driver as not being of small stature as indicated in the data format.
- 2.25. 'Operational' means that the system or sensor, at the time of the event, is active or can be activated/deactivated by the driver.
- 2.26. 'Passenger air bag suppression status' means the status of the passenger air bag (suppressed or not suppressed).
- 2.27. 'Pretensioner' means a device that is activated by a vehicle's crash sensing system and removes slack from a vehicle safety belt system.
- 2.28. 'Record' means the process of saving captured EDR data into a non-volatile storage for subsequent retrieval.
- 2.29. 'Safety belt status' means the feedback from the safety system that the vehicle's safety belt is fastened or unfastened.
- 2.30. 'Seat track position switch, foremost, status' means the status of the switch that is installed to detect whether the seat is moved to a forward position.
- 2.31. 'Service brake, on and off' means the status of the device that is installed in or connected to the brake pedal system to detect whether the pedal was pressed. The device can include the brake pedal switch or other driver-operated service brake control.
- 2.32. 'Side air bag' means any inflatable occupant restraint device that is mounted to the seat or side structure of the vehicle interior, and that is designed to deploy in a side impact crash to help mitigate occupant injury and/or ejection.
- Note: Side air bags can also deploy in other crash modes as determined by the vehicle manufacturer.
- 2.33. 'Side curtain/tube air bag' means any inflatable occupant restraint device that is mounted to the side structure of the vehicle interior, and that is designed to deploy in a side impact crash or rollover and to help mitigate occupant injury and/or ejection.
- Note: Side curtain/tube air bags can also deploy in other crash modes as determined by the manufacturer.
- 2.34. 'Speed, vehicle indicated' means the vehicle speed indicated by a manufacturer-designated subsystem designed to indicate the vehicle's ground travel speed during vehicle operation.
- 2.35. 'Stability control' means any device that complies with national, 'Electronic stability control systems'.
- 2.36. 'Steering input' means the angular displacement of the steering wheel measured from the straight-ahead position (position corresponding to zero average steer angle of a pair of steered wheels).

- 2.37. 'Time from event 1 to 2' means the elapsed time from time zero of the first event to time zero of the second event of a multi-event crash.
- 2.38. 'Time, maximum delta-V, lateral' means the time from crash time zero to the point where the maximum value of the cumulative change in velocity is found, as recorded by the EDR, along the lateral axis.
- 2.39. 'Time, maximum delta-V, longitudinal' means the time from crash time zero to the point where the maximum value of the cumulative change in velocity is found, as recorded by the EDR, along the longitudinal axis.
- 2.40. 'Time, maximum delta-V, resultant' means the time from crash time zero to the point where the maximum delta-V resultant occurs, as reported by the EDR.
- 2.41. 'Time to deploy, pretensioner' means the elapsed time from crash time zero to the deployment command for the safety belt pretensioner (for both driver and front passenger).
- 2.42. 'Time to deploy, side air bag/curtain' means the elapsed time from crash time zero to the deployment command for a side air bag or a side curtain/tube air bag (for both driver and front passenger).
- 2.43. 'Time to first stage' means the elapsed time between time zero and the time when the first stage of a frontal air bag is commanded to fire.
- 2.44. 'Time to nth stage' means the elapsed time from crash time zero to the deployment command for the nth stage of a frontal air bag (for both driver and front passenger).
- 2.45. 'Time zero' is the time reference for the EDR data timestamps of an event.
- 2.46. 'Trigger threshold' means the appropriate parameter has met the conditions for recording an EDR event.
- 2.47. 'Vehicle roll angle' means the angle between the vehicle y-axis and the ground plane as determined by the sensing system.
- 2.48. 'Vehicle type with regard to its Event Data Recorder' means vehicles which do not differ significantly in such essential aspects as:
- The manufacturer's trade name or mark;
  - Vehicle features which significantly influence the performances of the EDR; Addition of new trigger(s), new data (elements), or modification in their format, shall not be considered as 'significantly influencing the performance of EDR';
  - The main characteristics and design of the EDR.
- 2.49. 'Volatile memory' means the memory reserved for buffering of captured EDR data. The memory is not capable of retaining data in a semi-permanent fashion. Data captured in volatile memory is continuously overwritten and is not retained in the event of a power loss or retrievable with EDR data extraction tools.
- 2.50. 'Vulnerable road user secondary safety system' means a deployable vehicle system outside the occupant compartment designed to mitigate injury consequences to vulnerable road users during a collision.
- 2.51. 'X-direction' means in the direction of the vehicle's X-axis, which is parallel to the vehicle's longitudinal centerline. The X-direction is positive in the direction of forward vehicle travel.
- 2.52. 'Y-direction' means in the direction of the vehicle's Y-axis, which is perpendicular to its X-axis and in the same horizontal plane as that axis. The Y-direction is positive from left to right, from the perspective of the driver when seated in the vehicle facing the direction of forward vehicle travel.

- 2.53. 'Z-direction' means in the direction of the vehicle's Z-axis, which is perpendicular to the X and Y-axes. The Z-direction is positive in a downward direction.
- 2.54. 'Vehicle roll rate' means the change in angle over time of the vehicle about its X-axis as determined by the sensing system.
- 2.55. 'Vehicle yaw rate' means the change in angle over time of the vehicle about its Z-axis as determined by the sensing system.
3. APPLICATION FOR APPROVAL
- 3.1. The application for approval of a vehicle type with regard to its EDR shall be submitted by the vehicle manufacturer or by his authorised representative to the approval authority of the Contracting Party according to the provisions of Schedule 3 of the 1958 Agreement.
- 3.2. It shall be accompanied by the following documentation (a model of the information document is given in Annex 2):
- 3.2.1. A description of the vehicle type with regard to the items specified in paragraph 5 below, in particular related to the location of the EDR in the vehicle, the triggering parameters, storing capacity and the resistance to high deceleration and mechanical stress of a severe impact;
- 3.2.2. The data elements and format stored in the EDR;
- 3.2.3. Instructions for retrieving data from the EDR.
- 3.3. A vehicle representative of the vehicle type to be approved shall be submitted to the approval authority or its designated technical service responsible for conducting the approval tests.
4. APPROVAL
- 4.1. If the vehicle type submitted for approval pursuant to this Regulation meets the requirements of paragraph 5 below, approval of that vehicle type shall be granted.
- 4.2. An approval number shall be assigned to each type approved. Its first two digits (at present 00 for the Regulation in its original form) shall indicate the series of amendments incorporating the most recent major technical amendments made to the Regulation at the time of issue of the approval. The same Contracting Party shall not assign the same number to another type of vehicle.
- 4.3. Notice of approval or of extension or of refusal or of withdrawal of approval or of production definitively discontinued of a vehicle type pursuant to this Regulation shall be communicated to the Contracting Parties to the Agreement applying this Regulation by means of a form conforming to the model in Annex 1 to this Regulation and documentation supplied by the applicant being in a format not exceeding A4 (210 × 297mm) and on an appropriate scale or electronic format.
- 4.4. There shall be affixed, conspicuously and in a readily accessible place specified on the approval form, to every vehicle conforming to a vehicle type approved under this Regulation, an international approval mark conforming to the model described in Annex 3, consisting of either:

- 4.4.1. A circle surrounding the letter 'E' followed by:
- (a) The distinguishing number of the country which has granted approval <sup>(2)</sup>; and
  - (b) The number of this Regulation, followed by the letter 'R', a dash and the approval number to the right of the circle prescribed in this paragraph;
- or
- 4.4.2. An oval surrounding the letters 'UI' followed by the Unique Identifier.
- 4.5. The approval mark shall be clearly legible and be indelible.
- 4.6. The approval authority shall verify the existence of satisfactory arrangements for ensuring effective checks on conformity of production before type-approval is granted.
5. REQUIREMENTS
- Requirements for vehicles fitted with an EDR include data elements, data format, data capture, and crash test performance and survivability.
- 5.1. Data elements
- 5.1.1. Each vehicle fitted with an EDR shall record the data elements specified as mandatory and those required under specified minimum conditions during the interval/time and at the sample rate specified in Annex 4, Table 1.
- 5.2. Data format
- 5.2.1. Each data element recorded shall be reported in accordance with the range, accuracy, and resolution specified in Annex 4, Table 1.
- 5.2.2. Acceleration Time-History data and format: the longitudinal, lateral, and normal acceleration time-history data, as applicable, shall be filtered either during the recording phase or during the data downloading phase to include:
- 5.2.2.1. The Time Step (TS) that is the inverse of the sampling frequency of the acceleration data and which has units of milliseconds.
  - 5.2.2.2. The number of the first point (NFP), which is an integer that when multiplied by the TS equals the time relative to time zero of the first acceleration data point.
  - 5.2.2.3. The number of the last point (NLP), which is an integer that when multiplied by the TS equals the time relative to time zero of the last acceleration data point; and
  - 5.2.2.4. NLP—NFP + 1 acceleration values sequentially beginning with the acceleration at time NFP \* TS and continue sampling the acceleration at TS increments in time until the time NLP \* TS is reached.
- 5.3. Data capture
- The EDR shall record the captured data in the vehicle and this data shall remain in the vehicle subject to the provisions of paragraph 5.3.4, at least until they are retrieved in compliance with national or regional legislation or they are overwritten in compliance with paragraph 5.3.4.
- The EDR non-volatile memory buffer shall accommodate the data related to at least two different events.

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<sup>(2)</sup> The distinguishing numbers of the Contracting Parties to the 1958 Agreement are reproduced in Annex 3 to the Consolidated Resolution on the Construction of Vehicles (R.E.3), document ECE/TRANS/WP.29/78/Rev.6 – [www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html](http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html)

The data elements for every event shall be captured and recorded by the EDR, as specified in paragraph 5.1 in accordance with the following conditions and circumstances:

5.3.1. Conditions for triggering recording of data

An event shall be recorded by the EDR if one of the following threshold values is met or exceeded:

5.3.1.1. Change in longitudinal vehicle velocity more than 8 km/h within a 150 ms or less interval.

5.3.1.2. Change in lateral vehicle velocity more than 8 km/h within a 150 ms or less interval

5.3.1.3. Activation of Non-reversible occupant restraint system.

5.3.1.4. Activation of Vulnerable road user secondary safety system

If a vehicle is not fitted with any Vulnerable Road User (VRU) secondary safety system, this document requires neither recording of data nor fitting of such systems. However, if the vehicle is fitted with such a system, then it is mandatory to record the event data following activation of this system.

5.3.2. Conditions for triggering locking of data

In the circumstances provided below, the memory for the event shall be locked to prevent any future overwriting of the data by subsequent event.

5.3.2.1. In all the cases where a non-reversible occupant restraint system is deployed.

5.3.2.2. In the case of a frontal impact, if the vehicle is not fitted with a non-reversible restraint system for front impact, when the vehicle's velocity change in x-axis direction exceeds 25 km/h within 150 ms or less interval.

5.3.2.3. Activation of Vulnerable road user secondary safety system

5.3.3. Conditions for establishment of time zero

Time zero is established at the time when any of the following first occurs:

5.3.3.1. For systems with 'wake-up' air bag control systems, the time at which the occupant restraint control algorithm is activated; or

5.3.3.2. For continuously running algorithms,

5.3.3.2.1. The first point in the interval where a longitudinal, cumulative delta-V of over 0,8 km/h is reached within a 20 ms time period; or

5.3.3.2.2. For vehicles that record 'delta-V, lateral,' the first point in the interval where a lateral, cumulative delta-V of over 0,8 km/h is reached within a 5 ms time period; or

5.3.3.3. Deployment of a non-reversible deployable restraint or activation of VRU secondary safety protection system.

5.3.4. Overwriting

5.3.4.1. If an EDR non-volatile memory buffer void of previous-event data is not available, the recorded data shall, subject to the provisions of paragraph 5.3.2, be overwritten by the current event data, on a first-in first-out basis, or according to different strategies decided by the manufacturer and made available to the relevant authorities of Contracting Parties.



- 5.3.4.2. Furthermore, if an EDR non-volatile memory buffer void of previous-event data is not available, data originating from non-reversible restraint system or Vulnerable road user secondary safety system deployment events referred to in paragraph 5.3.2 shall always overwrite any other data that is not locked per 5.3.2.
- 5.3.5. Power failure  
Data recorded in non-volatile memory is retained after loss of power.
- 5.4. Crash test performance and survivability
- 5.4.1. Each vehicle subject to the requirements of national or regional frontal crash test regulations, shall conform with the specifications in paragraph 5.4.3.
- 5.4.2. Each vehicle subject to the requirements of national or regional side impact crash test regulations shall conform with the specifications of paragraph 5.4.3.
- 5.4.3. The data elements required by paragraph 5.1, shall be recorded in the format specified by paragraph 5.2, exist at the completion of the crash test and the complete data recorded element shall read 'yes' after the test. Elements that are not operating normally in crash tests (e.g., those related to engine operation, braking, etc.) are not required to meet the accuracy or resolution requirements in these crash tests.  
The data shall be retrievable even after an impact of a severity level set by UN Regulations Nos 94, 95 or 137.
- 5.5. It shall not be possible to deactivate the Event Data Recorder
6. MODIFICATION OF VEHICLE TYPE AND EXTENSION OF APPROVAL
- 6.1. Every modification of the vehicle type as defined in paragraph 2.x of this Regulation shall be notified to the approval authority which approved the vehicle type. The approval authority may then either:
- 6.1.1. Consider that the modifications made do not have an adverse effect on the conditions of the granting of the approval and grant an extension of approval;
- 6.1.2. Consider that the modifications made affect the conditions of the granting of the approval and require further tests or additional checks before granting an extension of approval.
- 6.2. Confirmation or refusal of approval, specifying the alterations, shall be communicated by the procedure specified in paragraph 4.3 above to the Contracting Parties to the Agreement applying this Regulation.
- 6.3. The approval authority shall inform the other Contracting Parties of the extension by means of the communication form which appears in Annex 1 to this Regulation. It shall assign a serial number to each extension, to be known as the extension number.
7. CONFORMITY OF PRODUCTION
- 7.1. Procedures for the conformity of production shall conform to the general provisions defined in Article 2 and Schedule 1 to the Agreement (E/ECE/TRANS/505/Rev.3) and meet the following requirements:
- 7.2. A vehicle approved pursuant to this Regulation shall be so manufactured as to conform to the type approved by meeting the requirements of paragraph 5 above;
- 7.3. The approval authority which has granted the approval may at any time verify the conformity of control methods applicable to each production unit. The normal frequency of such inspections shall be once every two years.

8. PENALTIES FOR NON-CONFORMITY OF PRODUCTION

8.1. The approval granted in respect of a vehicle type pursuant to this Regulation may be withdrawn if the requirements laid down in paragraph 7 above are not complied with.

8.2. If a Contracting Party withdraws an approval it had previously granted, it shall forthwith so notify the other Contracting Parties applying this Regulation by sending them a communication form conforming to the model in Annex 1 to this Regulation.

9. PRODUCTION DEFINITELY DISCONTINUED

If the holder of the approval completely ceases to manufacture a type of vehicle approved in accordance with this Regulation, he shall so inform the approval authority which granted the approval, which in turn shall forthwith inform the other Contracting Parties to the Agreement applying this Regulation by means of a communication form conforming to the model in Annex 1 to this Regulation.

10. NAMES AND ADDRESSES OF THE TECHNICAL SERVICES RESPONSIBLE FOR CONDUCTING APPROVAL TESTS AND OF TYPE APPROVAL AUTHORITIES

The Contracting Parties to the Agreement applying this Regulation shall communicate to the United Nations Secretariat <sup>(3)</sup> the names and addresses of the technical services responsible for conducting approval tests and of the approval authorities which grant approval and to which forms certifying approval or extension or refusal or withdrawal of approval are to be sent.

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<sup>(3)</sup> Through the online platform ('/343 Application') provided by UNECE and dedicated to the exchange of such information: <https://www.unece.org/trans/main/wp29/datasharing.html>

ANNEX 1

Communication

(Maximum format: A4 (210 × 297 mm))



issued by: (Name of administration)

.....  
.....  
.....

- Concerning <sup>(2)</sup>:
- Approval granted
  - Approval extended
  - Approval refused
  - Approval withdrawn
  - Production definitively discontinued

of a vehicle type with regard to its Event Data Recorder (EDR) pursuant to UN Regulation No 160

Approval No: .....

Reason(s) for extension (if applicable): .....

1. Trade name or mark of the vehicle: .....
2. Vehicle type: .....
3. Name and address of manufacturer: .....
4. If applicable, name and address of manufacturer's representative: .....
5. Brief description of vehicle: .....
6. Technical service responsible for conducting the approval tests: .....
- 6.1. Date of report issued by that service: .....
- 6.2. Number of report issued by that service: .....
7. Approval granted/refused/extended/withdrawn <sup>(2)</sup>: .....
8. Position of approval mark on the vehicle: .....
9. Place: .....
10. Date: .....
11. Signature: .....
12. The list of documents deposited with the approval authority which has granted approval is annexed to this communication.

\_\_\_\_\_

\_\_\_\_\_

<sup>(1)</sup> Distinguishing number of the country which has granted/extended/refused/withdrawn an approval (see approval provisions in this Regulation).

<sup>(2)</sup> Strike out what does not apply.

## ANNEX 2

**Information document on the type approval of a vehicle type with regard to its Event Data Recorder (EDR)**

A list of contents shall be included.

Any drawings shall be supplied in appropriate scale and in sufficient detail on size A4 paper or on a folder of A4 format.

Photographs, if any, shall show sufficient detail.

General

1. Trade name or mark of vehicle: .....
2. Vehicle type: .....
3. Means of identification of type, if marked on the vehicle: .....
4. Location of the marking: .....
5. Location of and method of affixing the approval mark: .....
6. Category of vehicle: .....
7. Name and address of manufacturer: .....
8. Address(es) of assembly plant(s): .....
9. Photograph(s) and/or drawing(s) of a representative vehicle: .....
10. EDR
  - 10.1. Make (trade name of manufacturer): .....
  - 10.2. Type and general commercial description(s): .....
  - 10.3. Drawing(s) or photographs showing the location and method of attachment of the EDR in the vehicle: .....
  - 10.4. Description of the triggering parameter: .....
  - 10.5. Description of any other relevant parameter (storing capacity, resistance to high deceleration and mechanical stress of a severe impact, etc.): .....
  - 10.6. The data elements and data format stored in the EDR:

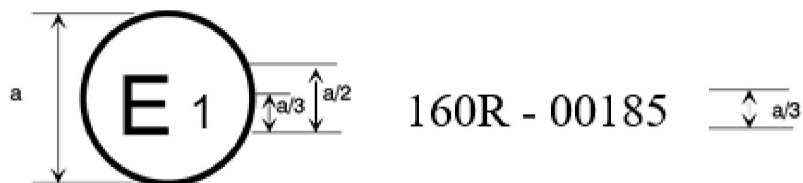
Data element	Recording interval/time (relative to time zero)	Data sample rate (samples per second)	Minimum range	Accuracy	Resolution

- 10.7. Instructions for retrieving data from the EDR: .....

## ANNEX 3

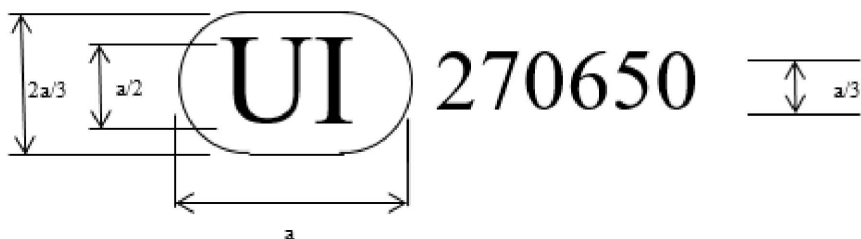
**Arrangements of approval marks**

(see paragraphs 4.4 to 4.4.2 of this Regulation)



a = 8 mm min

The above approval mark affixed to a vehicle shows that the vehicle type with regard to its EDR concerned has been approved in Germany (E 1) pursuant to UN Regulation No 160. The first two digits of the approval number indicate that the approval was granted in accordance with the requirements of UN Regulation No 160 in its original form.



a ≥ 8 mm

The above Unique Identifier shows that the type concerned has been approved and that the relevant information on that type-approval can be accessed on the UN secure internet database by using 270650 as Unique Identifier. Any leading zeroes in the Unique Identifier may be omitted in the approval marking.

## ANNEX 4

Data elements and format <sup>(1)</sup>

Table 1

Data element	Condition for requirement <sup>(1)</sup>	Recording interval/time <sup>(2)</sup> (relative to time zero)	Data sample rate (samples per second)	Minimum range	Accuracy <sup>(3)</sup>	Resolution	Event(s) recorded for <sup>(4)</sup>
Delta-V, longitudinal	Mandatory – not required if longitudinal acceleration recorded at $\geq 500$ Hz with sufficient range and resolution to calculate delta-v with required accuracy	0 to 250 ms or 0 to End of Event Time plus 30 ms, whichever is shorter.	100	-100 km/h to + 100 km/h.	$\pm 10$ %	1 km/h.	Planar
Maximum delta-V, longitudinal	Mandatory – not required if longitudinal acceleration recorded at $\geq 500$ Hz	0–300 ms or 0 to End of Event Time plus 30 ms, whichever is shorter.	N/A	-100 km/h to + 100 km/h.	$\pm 10$ %	1 km/h.	Planar
Time, maximum delta-V, longitudinal	Mandatory – not required if longitudinal acceleration recorded at $\geq 500$ Hz	0–300 ms or 0 to End of Event Time plus 30 ms, whichever is shorter.	N/A	0–300 ms, or 0-End of Event Time plus 30 ms, whichever is shorter.	$\pm 3$ ms	2,5 ms.	Planar
Speed, vehicle indicated	Mandatory	-5,0 to 0 sec	2	0 km/h to 250 km/h	$\pm 1$ km/h	1 km/h.	Planar VRU Rollover
Engine throttle, % full (or accelerator pedal, % full)	Mandatory	-5,0 to 0 sec	2	0 to 100 %	$\pm 5$ %	1 %	Planar Rollover VRU
Service brake, on/off	Mandatory	-5,0 to 0 sec	2	On or Off	N/A	On or Off.	Planar VRU Rollover

<sup>(1)</sup> Format requirements specified below are minimum requirements and manufacturers can exceed them.

Data element	Condition for requirement (1)	Recording interval/time (2) (relative to time zero)	Data sample rate (samples per second)	Minimum range	Accuracy (3)	Resolution	Event(s) recorded for (4)
Ignition cycle, crash	Mandatory	-1,0 sec	N/A	0 to 60 000	±1 cycle	1 cycle.	Planar VRU Rollover
Ignition cycle, download	Mandatory	At time of download (2)	N/A	0 to 60 000	±1 cycle	1 cycle.	Planar VRU Rollover
Safetybelt status, driver	Mandatory	-1,0 sec	N/A	Fastened, not fastened	N/A	Fastened, not fastened	Planar Rollover
Air bag warning lamp (6)	Mandatory	-1,0 sec	N/A	On or Off	N/A	On or Off.	Planar Rollover
Frontal air bag deployment, time to deploy, in the case of a single stage air bag, or time to first stage deployment, in the case of a multi-stage air bag, driver.	Mandatory	Event	N/A	0 to 250 ms	±2ms	1 ms.	Planar
Frontal air bag deployment, time to deploy, in the case of a single stage air bag, or time to first stage deployment, in the case of a multi-stage air bag, front passenger.	Mandatory	Event	N/A	0 to 250 ms	±2 ms	1 ms.	Planar
Multi-event crash, number of events	If Recorded (7)	Event	N/A	1 or more	N/A	1 or more.	Planar VRU Rollover

Data element	Condition for requirement (1)	Recording interval/time (2) (relative to time zero)	Data sample rate (samples per second)	Minimum range	Accuracy (3)	Resolution	Event(s) recorded for (4)
Time from event 1 to 2	Mandatory	As needed	N/A	0 to 5,0 sec	±0,1 sec	0,1 sec.	Planar Rollover
Complete file recorded (yes, no)	Mandatory	Following other data	N/A	Yes or No	N/A	Yes or No.	Planar VRU Rollover
Lateral acceleration (post-crash)	If Recorded	0–250 ms or 0 to End of Event Time plus 30 ms, whichever is shorter.	500	-50 to +50g	+/- 10 %	1 g	Planar Rollover
Longitudinal acceleration (post-crash)	If Recorded	0–250 ms or 0 to End of Event Time plus 30 ms, whichever is shorter.	500	-50 to +50g	+/- 10 %	1 g	Planar
Normal acceleration (post-crash)	If recorded	-1,0 to 5,0 sec (8)	10 Hz	-5 g to +5 g	± 10 %	0,5 g	Rollover
Delta-V, lateral	Mandatory – not required if lateral acceleration recorded at ≥ 500 Hz and with sufficient range and resolution to calculate delta-v with required accuracy	0–250 ms or 0 to End of Event Time plus 30 ms, whichever is shorter.	100	-100 km/h to + 100 km/h.	±10 %	1 km/h.	Planar
Maximum delta-V, lateral	Mandatory – not required if lateral acceleration recorded at ≥ 500 Hz	0–300 ms or 0 to End of Event Time plus 30 ms, whichever is shorter.	N/A	-100 km/h to + 100 km/h.	±10 %	1 km/h.	Planar



Data element	Condition for requirement <sup>(1)</sup>	Recording interval/time <sup>(2)</sup> (relative to time zero)	Data sample rate (samples per second)	Minimum range	Accuracy <sup>(3)</sup>	Resolution	Event(s) recorded for <sup>(4)</sup>
Time maximum delta-V, lateral	Mandatory – not required if lateral acceleration recorded at $\geq 500$ Hz	0–300 ms or 0 to End of Event Time plus 30 ms, whichever is shorter.	N/A	0–300 ms, or 0-End of Event Time plus 30 ms, whichever is shorter.	$\pm 3$ ms	2,5 ms.	Planar
Time for maximum delta-V, resultant.	Mandatory – not required if relevant acceleration recorded at $\geq 500$ Hz	0–300 ms or 0 to End of Event Time plus 30 ms, whichever is shorter.	N/A	0–300 ms, or 0-End of Event Time plus 30 ms, whichever is shorter.	$\pm 3$ ms	2,5 ms.	Planar
Engine rpm	Mandatory	-5,0 to 0 sec	2	0 to 10 000 rpm	$\pm 100$ rpm <sup>(5)</sup>	100 rpm.	Planar Rollover
Vehicle roll angle	If recorded	-1,0 up to 5,0 sec <sup>(8)</sup>	10	-1 080 deg to + 1 080 deg.	$\pm 10$ %	10 deg.	Rollover
ABS activity	Mandatory	-5,0 to 0 sec	2	Faulted, Active, Intervening <sup>(10)</sup>	N/A	Faulted, Active, Intervening <sup>(11)</sup>	Planar VRU Rollover
Stability control	Mandatory	-5,0 to 0 sec	2	Faulted, On, Off, Intervening <sup>(11)</sup>	N/A	Faulted, On, Off, Intervening <sup>(11)</sup>	Planar VRU Rollover
Steering input	Mandatory	-5,0 to 0 sec	2	-250 deg CW to + 250 deg CCW.	$\pm 5$ %	$\pm 1$ %.	Planar Rollover VRU
Safetybelt status, front passenger	Mandatory	-1,0 sec	N/A	Fastened, not fastened	N/A	Fastened, not fastened	Planar Rollover

Data element	Condition for requirement <sup>(1)</sup>	Recording interval/time <sup>(2)</sup> (relative to time zero)	Data sample rate (samples per second)	Minimum range	Accuracy <sup>(3)</sup>	Resolution	Event(s) recorded for <sup>(4)</sup>
Passenger air bag suppression status	Mandatory	-1,0 sec	N/A	Suppressed or not suppressed	N/A	Suppressed or not suppressed	Planar Rollover
Frontal air bag deployment, time to nth stage, driver <sup>(3)</sup> .	Mandatory if fitted with a driver's frontal air bag with a multi-stage inflator.	Event	N/A	0 to 250 ms	±2 ms	1 ms.	Planar
Frontal air bag deployment, time to nth stage, front passenger <sup>(1)</sup> .	Mandatory if fitted with a front passenger's frontal air bag with a multi-stage inflator.	Event	N/A	0 to 250 ms	±2 ms	1 ms.	Planar
Side air bag deployment, time to deploy, driver.	Mandatory	Event	N/A	0 to 250 ms	±2 ms	1 ms.	Planar
Side air bag deployment, time to deploy, front passenger.	Mandatory	Event	N/A	0 to 250 ms	±2 ms	1 ms.	Planar
Side curtain/tube air bag deployment, time to deploy, driver side.	Mandatory	Event	N/A	0 to 250 ms	±2 ms	1 ms.	Planar Rollover
Side curtain/tube air bag deployment, time to deploy, passenger side.	Mandatory	Event	N/A	0 to 250 ms	±2 ms	1 ms.	Planar Rollover

Data element	Condition for requirement <sup>(1)</sup>	Recording interval/time <sup>(2)</sup> (relative to time zero)	Data sample rate (samples per second)	Minimum range	Accuracy <sup>(3)</sup>	Resolution	Event(s) recorded for <sup>(4)</sup>
Pretensioner deployment, time to fire, driver.	Mandatory	Event	N/A	0 to 250 ms	±2 ms	1 ms.	Planar Rollover
Pretensioner deployment, time to fire, front passenger.	Mandatory	Event	N/A	0 to 250 ms	±2 ms	1 ms.	Planar Rollover
Seat track position switch, foremost, status, driver.	Mandatory if fitted and used for deployment decision	-1,0 sec	N/A	Yes or No	N/A	Yes or No.	Planar Rollover
Seat track position switch, foremost, status, front passenger.	Mandatory if fitted and used for deployment decision	-1,0 sec	N/A	Yes or No	N/A	Yes or No.	Planar Rollover
Occupant size classification, driver	If recorded	-1,0 sec	N/A	5th percentile female or larger.	N/A	Yes or No.	Planar Rollover
Occupant size classification, front passenger	If recorded	-1,0 sec	N/A	6yr old HIII US ATD or Q6 ATD or smaller	N/A	Yes or No.	Planar Rollover

<sup>(1)</sup> 'Mandatory' is subject to the conditions detailed in Section 1.

<sup>(2)</sup> Pre-crash data and crash data are asynchronous. The sample time accuracy requirement for pre-crash time is -0,1 to 1,0 sec (e.g., T = -1 would need to occur between -1,1 and 0 seconds.)

<sup>(3)</sup> Accuracy requirement only applies within the range of the physical sensor. If measurements captured by a sensor exceed the design range of the sensor, the reported element shall indicate when the measurement first exceeded the design range of the sensor.

<sup>(4)</sup> 'Planar' includes triggered events in Sections 5.3.1.1, 5.3.1.2, and 5.3.1.3 and 'VRU' includes triggered events in Section 5.3.1.4.

<sup>(5)</sup> The ignition cycle at the time of download is not required to be recorded at the time of the crash but shall be reported during the download process.

<sup>(6)</sup> The air bag warning lamp is the readiness indicator specified in national air bag requirements and may also illuminate to indicate a malfunction in another part of the deployable restraint system.

<sup>(7)</sup> 'If recorded' means if the data is recorded in non-volatile memory for the purpose of subsequent downloading.

<sup>(8)</sup> May be recorded in any time duration; -1,0 to 5,0 sec is suggested.

<sup>(9)</sup> These elements do not need to meet the accuracy and resolution requirements in specified crash tests.

<sup>(10)</sup> Manufacturers can include other system states.

<sup>(11)</sup> List this element n – 1 times, once for each stage of a multi-stage air bag system.



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