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EN

I

(Information)

COUNCIL

COMMON POSITION (EC) No 1/2003

adopted by the Council on 18 November 2002

with a view to the adoption of a Directive 2003/.../EC of the European Parliament and of the Council of ... on the promotion of the use of biofuels or other renewable fuels for transport

(2003/C 32 E/01)

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty establishing the European Community, and in particular Article 175(1) thereof,

Having regard to the proposal from the Commission ⁽¹⁾,

Having regard to the opinion of the Economic and Social Committee ⁽²⁾,

Having regard to the opinion of the Committee of the Regions ⁽³⁾,

Acting in accordance with the procedure laid down in Article 251 of the Treaty ⁽⁴⁾,

Whereas:

(1) The European Council meeting at Gothenburg on 15 and 16 June 2001 agreed on a Community strategy for sustainable development consisting in a set of measures, which include the development of biofuels.

(2) Natural resources, and their prudent and rational utilisation as referred to in Article 174(1) of the Treaty, include oil, natural gas and solid fuels, which are essential sources of energy but also the leading sources of carbon dioxide emissions.

(3) However, there is a wide range of biomass that could be used to produce biofuels, deriving from agricultural and forestry products, as well as from residues and waste from forestry and the forestry and agri-foodstuffs industry.

(4) The transport sector accounts for more than 30 % of final energy consumption in the Community and is expanding, a trend which is bound to increase, along with carbon dioxide emissions and this expansion will be greater in percentage terms in the candidate countries following their accession to the European Union.

(5) The Commission White Paper 'European transport policy for 2010: time to decide' expects CO₂ emissions from transport to rise by 50 % between 1990 and 2010, to around 1 113 million tonnes, the main responsibility resting with road transport, which accounts for 84 % of transport-related CO₂ emissions. From an ecological point of view, the White Paper therefore calls for dependence on oil (currently 98 %) in the transport sector to be reduced by using alternative fuels such as biofuels.

(6) Greater use of biofuels for transport forms a part of the package of measures needed to comply with the Kyoto Protocol, and of any policy package to meet further commitments in this respect.

(7) Increased use of biofuels for transport, without ruling out other possible alternative fuels, including automotive LPG and CNG, is one of the tools by which the Community can reduce its dependence on imported energy and influence the fuel market for transport and hence the security of energy supply in the medium and long term. However, this consideration should not detract in any way from the importance of compliance with Community legislation on fuel quality, vehicle emissions and air quality.

(8) As a result of technological advances, most vehicles currently in circulation in the European Union are capable of using a low biofuel blend without any problem. The most recent technological developments make it possible to use higher percentages of biofuel in the blend. Some countries are already using biofuel blends of 10 % and higher.

⁽¹⁾ OJ C 103 E, 30.4.2002, p. 205. and OJ C 331 E, 31.12.2002, p. 291.

⁽²⁾ OJ C 149, 21.6.2002, p. 7.

⁽³⁾ Opinion delivered on 16 May 2002 (not yet published in the Official Journal).

⁽⁴⁾ Opinion of the European Parliament of 4 July 2002 (not yet published in the Official Journal), Council Common Position of 18 November 2002 and Decision of the European Parliament of ... (not yet published in the Official Journal).

- (9) Captive fleets offer the potential of using a higher concentration of biofuels. In some cities captive fleets are already operating on pure biofuels and, in some cases, this has helped to improve air quality in urban areas.
- (10) Promoting the use of biofuels in transport constitutes a step towards a wider application of biomass which will enable biofuel to be more extensively developed in the future, whilst not excluding other options and, in particular, the hydrogen option.
- (11) The research policy pursued by the Member States relating to increased use of biofuels should incorporate the hydrogen sector to a significant degree and promote this option, taking into account the relevant Community Framework Programmes.
- (12) Pure vegetable oil from oil plants produced through pressing, extraction or comparable procedures, crude or refined but chemically unmodified, can also be used as biofuel in specific cases where its use is compatible with the type of engines involved and the corresponding emission requirements.
- (13) New types of fuel should conform to recognised technical standards if they are to be accepted to a greater extent by customers and vehicle manufacturers and hence penetrate the market. Technical standards also form the basis for requirements concerning emissions and the monitoring of emissions. New types of fuel may find it difficult to meet current technical standards, which, to a large extent, have been developed for conventional fossil fuels. The Commission and standardisation bodies should monitor developments and actively adapt and develop standards so that new types of fuel can be introduced, whilst maintaining environmental performance requirements.
- (14) Bioethanol and biodiesel, when used for vehicles in pure form or as a blend, should comply with the quality standards laid down to ensure optimum engine performance. It is noted that in the case of biodiesel for diesel engines, where the processing option is esterification, the standard prEN 14214 of the European Committee for Standardisation (CEN) on fatty acid methyl esters (FAME) could be applied. Accordingly, the CEN should establish appropriate standards for other transport biofuel products in the European Union.
- (15) Promoting the use of biofuels in keeping with sustainable farming and forestry practices laid down in the rules governing the common agricultural policy could create new opportunities for sustainable rural development in a more market-orientated common agriculture policy geared more to the European market and to respect for flourishing country life and multifunctional agriculture, and could open a new market for innovative agricultural products.
- (16) In its Resolution of 8 June 1998 ⁽¹⁾ the Council endorsed the Commission's strategy and action plan for renewable energy sources and requested specific measures in the biofuels sector.
- (17) The Commission Green Paper 'Towards a European Strategy for the Security of Energy Supply' sets the objective of 20 % substitution of conventional fuels by alternative fuels in the road transport sector by the year 2020.
- (18) Alternative fuels will only be able to achieve market penetration if they are widely available and competitive.
- (19) In its Resolution of 18 June 1998 ⁽²⁾ the European Parliament called for an increase in the market share of biofuels to 2 % over five years through a package of measures, including tax exemption, financial assistance for the processing industry and the establishment of a compulsory rate of biofuels for oil companies.
- (20) The optimum method for increasing the share of biofuels in the national and Community markets depends on the availability of resources and raw materials, on national and Community policies to promote biofuels and on tax arrangements, and on the appropriate involvement of all stakeholders/parties.
- (21) National policies to promote the use of biofuels should not lead to prohibition of the free movement of fuels that meet the harmonised environmental specifications as laid down in Community legislation.
- (22) Promotion of the production and use of biofuels could contribute to a reduction in energy import dependency and in emissions of greenhouse gases. In addition, biofuels, in pure form or as a blend, may in principle be used in existing motor vehicles and use the current motor vehicle fuel distribution system. The blending of biofuel with fossil fuels could facilitate a potential cost reduction in the distribution system in the Community.
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- ⁽¹⁾ OJ C 198, 24.6.1998, p. 1.
- ⁽²⁾ OJ C 210, 6.7.1998, p. 215.

- (23) Since the objective of the proposed action, namely the introduction of general principles providing for a minimum percentage of biofuels to be marketed and distributed, cannot be sufficiently achieved by the Member States by reason of the scale of the action, and can therefore be better achieved at Community level, the Community may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty. In accordance with the principle of proportionality, as set out in that Article, this Directive does not go beyond what is necessary in order to achieve that objective.
- (24) Research and technological development in the field of the sustainability of biofuels should be promoted.
- (25) An increase in the use of biofuels should be accompanied by a detailed analysis of the environmental, economic and social impact in order to decide whether it is advisable to increase the proportion of biofuels in relation to conventional fuels.
- (26) Provision should be made for the possibility of rapidly adapting the list of biofuels, the percentage of renewable contents, and the schedule for introducing biofuels in the transport fuel market, to technical progress and to the results of an environmental impact assessment of the first phase of introduction.
- (27) Measures should be introduced for rapidly developing the quality standards for the biofuels to be used in the automotive sector, both as pure biofuels and as a blending component in the conventional fuels. Although the biodegradable fraction of waste is a potentially useful source for producing biofuels, the quality standard has to take into account the possible contamination present in the waste to avoid special components damaging the vehicle or causing emissions to deteriorate.
- (28) Encouragement of the promotion of biofuels should be consistent with security of supply and environmental objectives and related policy objectives and measures within each Member State. In doing so, Member States may consider cost-effective ways of publicising the possibilities of using biofuels.
- (29) The measures necessary for the implementation of this Directive should be adopted in accordance with Council Decision 1999/468/EC of 28 June 1999 laying down the procedures for the exercise of implementing powers conferred on the Commission ⁽¹⁾,

HAVE ADOPTED THIS DIRECTIVE:

Article 1

This Directive aims at promoting the use of biofuels or other renewable fuels to replace diesel or petrol for transport purposes in each Member State, with a view to contributing to objectives such as meeting climate change commitments, environmentally-friendly security of supply and promoting renewable energy sources.

Article 2

1. For the purpose of this Directive, the following definitions shall apply:

- (a) 'biofuels' means liquid or gaseous fuel for transport produced from biomass;
 - (b) 'biomass' means the biodegradable fraction of products, waste and residues from agriculture (including vegetal and animal substances), forestry and related industries, as well as the biodegradable fraction of industrial and municipal waste;
 - (c) 'other renewable fuels' means renewable fuels, other than biofuels, which originate from renewable energy sources as defined in Directive 2001/77/EC ⁽²⁾ and used for transport purposes;
 - (d) 'energy content' means the lower calorific value of a fuel.
2. At least those products listed below shall be considered biofuels:
- (a) 'bioethanol': ethanol produced from biomass and/or the biodegradable fraction of waste, to be used as biofuel;
 - (b) 'biodiesel': a methyl-ester produced from vegetable or animal oil, of diesel quality, to be used as biofuel;
 - (c) 'biogas': a fuel gas produced from biomass and/or from the biodegradable fraction of waste, that can be purified to natural gas quality, to be used as biofuel, or woodgas;
 - (d) 'biomethanol': methanol produced from biomass, to be used as biofuel;
 - (e) 'biodimethylether': dimethylether produced from biomass, to be used as biofuel;
 - (f) 'bio-ETBE (ethyl-tertio-butyl-ether)': ETBE produced on the basis of bioethanol. The percentage by volume of bio-ETBE that is calculated as biofuel is 47 %.

⁽¹⁾ OJ L 184, 17.7.1999, p. 23.

⁽²⁾ Directive 2001/77/EC of the European Parliament and of the Council of 27 September 2001 on the promotion of electricity produced from renewable energy sources in the internal electricity market (OJ L 283, 27.10.2001, p. 33).

- (g) 'bio-MTBE (methyl-tertio-butyl-ether)': a fuel produced on the basis of biomethanol. The percentage by volume of bio-MTBE that is calculated as biofuel is 36 %.
- (h) 'synthetic biofuels': synthetic hydrocarbons or mixtures of synthetic hydrocarbons, which have been produced from biomass.
- (i) 'biohydrogen': hydrogen produced from biomass, and/or from the biodegradable fraction of waste, to be used as biofuel.

Article 3

1. (a) Member States should ensure that a minimum proportion of biofuels and other renewable fuels is placed on their markets, and, to that effect, shall set national indicative targets.
 - (b) (i) A reference value for these targets shall be 2 %, calculated on the basis of energy content, of all petrol and diesel for transport purposes placed on their markets by 31 December 2005.
 - (ii) A reference value for these targets shall be 5,75 %, calculated on the basis of energy content, of all petrol and diesel for transport purposes placed on their markets by 31 December 2010.
2. Biofuels may be made available in any of the following forms:
 - (a) as pure biofuels or at high concentration in mineral oil derivatives, in accordance with specific quality standards for transport applications;
 - (b) as biofuels blended in mineral oil derivatives, in accordance with the appropriate European norms describing the technical specifications for transport fuels (EN 228 and EN 590);
 - (c) as liquids derived from biofuels, such as ETBE (ethyl-tertio-butyl-ether), where the percentage of biofuel is as specified in Article 2(2).
3. Member States shall monitor the effect of the use of biofuels in diesel blends above 5 % by non-adapted vehicles and shall, where appropriate, take measures to ensure compliance with the relevant Community legislation on emission standards.
4. In the measures that they take, the Member States should consider the overall climate and environmental balance of the various types of biofuels and may give priority to the promotion of those biofuels showing a very good cost-effective environmental balance, while also taking into account competitiveness and security of supply.
5. Member States shall ensure that information is given to the public on the availability of biofuels. For percentages of biofuels, blended in mineral oil derivatives, exceeding the limit

value of 5 % of fatty acid methyl ester (FAME) or of 5 % of bioethanol, a specific labelling at the sales points shall be imposed.

Article 4

1. Member States shall report to the Commission, before 1 July each year, on the total sales of transport fuel and the share of biofuels, pure or blended, and other renewable fuels placed on the market for the preceding year. Where appropriate, Member States shall report on any exceptional conditions in the supply of crude oil or oil products that have affected the marketing of biofuels.

In their first report following the entry into force of this Directive, Member States shall indicate the level of their national indicative targets for the first phase. In the report covering the year 2006, Member States shall indicate their national indicative targets for the second phase.

In these reports, differentiation of the national targets, as compared to the reference values referred to in Article 3(1)(b), shall be motivated and could be based on the following elements:

- (a) objective factors such as the limited national potential for production of biofuels from agricultural products and/or waste, the national resources allocated to the production of biomass for energy uses other than transport and the specific characteristics of the national market for transport fuels;
- (b) national policies consistent with the objectives of the energy sector in the European Union (security of supply, competitiveness and protection of the environment), related to the transport sector and aiming at objectives similar to those pursued by this Directive (meeting climate-change commitments; contributing to security of supply in an environment-friendly way; promoting renewable energy sources).

2. By 31 December 2006 at the latest, and every two years thereafter, the Commission shall draw up an evaluation report for the European Parliament and for the Council on the progress made in the use of biofuels and other renewable fuels in the Member States.

This report shall cover at least the following:

- (a) the cost-effectiveness of the measures taken by Member States in order to promote the use of biofuels and other renewable fuels;
- (b) the economic aspects and the environmental impact of further increasing the share of biofuels and other renewable fuels;
- (c) the life-cycle perspective of biofuels and other renewable fuels, with a view to indicating possible measures for the future promotion of those fuels that are climate- and environmentally friendly, and that have the potential of becoming competitive and cost-efficient;

- (d) the sustainability of crops used for the production of biofuels, particularly land use, degree of intensity of cultivation, crop rotation and use of pesticides;
- (e) the assessment of the use of biofuels and other renewable fuels with respect to their differentiating effects on climate change and their impact on CO₂ emissions reduction;
- (f) a review of further more long-term options concerning energy efficiency measures in transport.

On the basis of this report, the Commission shall submit, where appropriate, proposals to the European Parliament and the Council on the adaptation of the system of targets, as laid down in Article 3(1). If this report concludes that the indicative targets are not likely to be achieved for reasons that are unjustified and/or do not relate to new scientific evidence, these proposals shall address national targets, including possible mandatory targets, in the appropriate form.

Article 5

The list contained in Article 2(2) may be adapted to technical progress in accordance with the procedure referred to in Article 6(2). When adapting this list, the environmental impact of biofuels shall be taken into account.

Article 6

1. The Commission shall be assisted by a Committee.
2. Where reference is made to this paragraph, Articles 5 and 7 of Decision 1999/468/EC shall apply, having regard to the provisions of Article 8 thereof.

The period laid down in Article 5(6) of Decision 1999/468/EC shall be set at three months.

3. The Committee shall adopt its rules of procedure.

Article 7

1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by 31 December 2004 at the latest. They shall forthwith inform the Commission thereof.

When Member States adopt these measures, they shall contain a reference to this Directive or be accompanied by such reference on the occasion of their official publication. The methods of making such a reference shall be laid down by the Member States.

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

Article 8

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

Article 9

This Directive is addressed to the Member States.

Done at ...

For the European Parliament
The President

For the Council
The President

STATEMENT OF THE COUNCIL'S REASONS

I. INTRODUCTION

1. On 17 December 2001, the Commission presented a proposal ⁽¹⁾ based on Article 175(1) of the Treaty.
2. The Economic and Social Committee delivered its opinion ⁽²⁾ on 25 April 2002. The Committee of the Regions delivered its Opinion on 16 May 2002.
3. The European Parliament adopted its opinion at first reading on 4 July 2002, approving 60 amendments. In the light of this opinion the Commission presented a modified proposal on 13 September 2002.
4. On 18 November 2002, the Council adopted its Common Position in accordance with Article 251 of the Treaty.

II. OBJECTIVE OF THE PROPOSAL

5. The objective of the proposal is to foster the use of biofuels for transport within the EU by ensuring a *mandatory* minimum share of biofuels put on the markets of Member States of 2 %, calculated on the basis of energy content, of all gasoline and diesel put on their markets for transport purposes by 31 December 2005, and that this share increases, aiming towards a minimum level of blending, in accordance with a schedule in the Annex of the proposal. The aim of the mechanism proposed is to contribute to compliance with the environmental commitments made in the framework of the Kyoto Protocol and to contribute to reducing the European Union's energy dependence on third countries.

III. ANALYSIS OF THE COMMON POSITION

6. The main changes introduced by the Council are as follows:
7. (a) The Council extended the scope of the directive to cover not only biofuels but also *other renewable fuels* for transport purposes in each Member State and broadened its objective by stating that the purpose of this Directive is to promote the use of these fuels instead of simply setting a percentage of biofuels to replace conventional fuels (Article 1).
- (b) The Council considered that *indicative* targets would be more appropriate than mandatory ones, enabling Member States to introduce the necessary measures in a gradual and flexible manner, on the understanding that the system will be reviewed after a first stage of implementation. Therefore, the common position provides that the objective should be reached on the basis of *reference values* for stage one (2 % by 31 December 2005) and stage two (5,75 % by 31 December 2010) (Article 3(1)(b)). Member States set national *indicative targets* for the minimum proportion of biofuels and other renewable fuels placed on their markets, for stage one as well as for stage two (Article 3(1)(a) and (b)). This two-stage approach is supplemented by a review clause, based on reports from the Commission and Member States (Article 4(1) and (2)). In their reports, Member States may *differentiate* the national indicative targets as compared to the reference values, but these differentiations have to be motivated on the basis of specific elements (Article 4(1)(a) and (b)). Based on Member States' reports, the Commission draws up an evaluation report, and submits, where appropriate, proposals for an adaptation of the targets.

⁽¹⁾ OJ C 103 E, 30.4.2002 p. 205.

⁽²⁾ OJ C 149, 21.6.2002, p. 7.

8. The Council furthermore clarified/modified the following issues:

Blending: the Council did not retain the proposed proportion of blending to be achieved in the second stage (Annex), considering that blending is not yet a standardised procedure and it should therefore be open to Member States whether they wish to blend biofuel into the fossil fuel or not;

List of products (Article 2(2)): the Council moved the list of products considered 'biofuels' from the Annex to Article 2(2) and added the following products: 'bio-MTBE', 'synthetic biofuels' and 'biohydrogen'. While so doing, the Council also clarified that this list is an open list, which may be adapted to technical progress in accordance with the Comitology procedure (Article 6).

Environmental balance of biofuels: the Council strengthened the link between promoting biofuels and other renewable fuels and contributing to objectives such as climate change commitments, environmentally-friendly security of supply and the promotion of renewable energy sources (Article 1). Furthermore, the measures taken by Member States to ensure that a minimum proportion of biofuels and other renewable fuels is placed on their markets have also to consider the *overall climate and environmental balance of the various types of biofuels*, and, in doing so, may give priority to those biofuels showing a *very cost-effective environmental balance*, while also taking into account competitiveness and security of supply (Article 3).

Reporting obligations (Article 4): while the Council agrees that the conditions in Member States vary considerably, the reports drawn up by Member States should motivate the differentiation of their material targets as compared to the reference values on the basis of two sets of elements: (a) objective factors such as production potential and allocation of biomass to other energy uses and specific characteristics of the national transport fuel market; (b) national policies consistent with the objectives of the energy sector, related to the transport sector in the EU and aiming at objectives similar to those pursued by this Directive.

IV. AMENDMENTS ACCEPTED

9. Of the 60 EP amendments, the Council accepted the following 26, some of them in substance, partially or in principle.

Recitals:

Amendment 2 (partially): related to the range of biomass that could be used (recital 3)

Amendment 3: recalls the enlargement (recital 4)

Amendment 4: underlines the importance of the use of alternative fuels (recital 5)

Amendment 7: stresses the importance of compliance with Community legislation on fuel quality and vehicle emissions (recital 7)

Amendment 8: recalls the potential resulting from biofuels-related technology in the EU (recital 8)

Amendment 12 (partially): gives example of using biofuels (recital 9)

Amendment 14: indicates the future development of the hydrogen option (recital 10)

Amendment 15: recalls that research policy is useful to take into account the hydrogen option (recital 11)

Amendment 16: concerns the role of standards applicable to biofuels (recital 13)

Amendment 18: underlines that bioethanol and biodiesel should comply with quality standards (recital 14)

Amendments 19 (partially) and 35: stresses the contribution of biofuels to other policies such as sustainable rural development (recital 15)

Amendment 20: recalls the objectives for alternative fuels mentioned in the Green Paper on Security (recital 17)

Amendment 21: indicates that alternative fuels should be widely available in order to become competitive (recital 18)

Amendment 22: recalls supporting measures listed in the relevant EP resolution (recital 19)

Amendment 23: states that all parties, at the national as well as community level, have to be involved (recital 20)

Amendment 26: stresses the technical viability of biofuels (recital 22)

Amendment 28 (in principle): underscores the need to promote research in the field of the sustainability of biofuels (recital 24)

Amendment 29: concerns requirements laid down in Article 4(2) of the Directive (recital 25)

Amendment 30 (partially): biofuels resulting from non-chemical processes can also be used under certain conditions (recital 12)

Amendment 31: relates to the development of appropriate quality standards for biofuels (recital 27)

Amendment 32: underlines the need for consistency of the promotion of biofuels with other environmental and related policy objectives of Member States (recital 28)

Articles:

Amendment 58: definition of 'biohydrogen' added to the list of products considered to be biofuels (Article 2(2)i)

Amendment 43: gives priority to the promotion of those biofuels showing a very cost-effective environmental balance (Article 3(4))

Amendment 46: relates to the information of the public on the potential of biofuels and other renewable fuels (Article 3(5))

Amendment 70 (in principle): stresses the importance of taking into account the environmental impact of biofuels when adapting their list (Article 5).

V. AMENDMENTS NOT INTEGRATED

10. The Council considered that amendments 1, 6, 9, 11, 13, 17, 25, 27, 33, 37, 40, 41, 44, 50, 51, 52, 56, 60, 66, which the Commission has rejected, were either too restrictive (e.g. 6, 37, 40, 11), or went beyond the objectives of the Directive (1, 9, 13, 17, 25, 27, 33, 41, 44, 50, 51, 52, 60, 66), or are already covered by existing provisions, and decided therefore not to integrate them in its common position.

COMMON POSITION (EC) No 2/2003**adopted by the Council on 5 December 2002**

with a view to the adoption of Directive 2003/.../EC of the European Parliament and of the Council of ... on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers, amending Council Regulation (EEC) No 3820/85 and Council Directive 91/439/EEC and repealing Council Directive 76/914/EEC

(2003/C 32 E/02)

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty establishing the European Community, and in particular Article 71 thereof,

Having regard to the proposal from the Commission ⁽¹⁾,

Having regard to the Opinion of the Economic and Social Committee ⁽²⁾,

After consultation of the Committee of the Regions,

Acting in accordance with the procedure referred to in Article 251 of the Treaty ⁽³⁾,

Whereas:

(1) Article 5(1), (2) and (4) of Regulation (EEC) No 3820/85 ⁽⁴⁾ provides that certain drivers engaged in the carriage of goods or passengers by road must, depending on their age, on the category of vehicle used and on the distance to be travelled, hold a certificate of professional competence in conformity with Community rules on the minimum level of training for some road transport drivers. That minimum level is determined by Directive 76/914/EEC ⁽⁵⁾.

(2) Given that the provisions of Regulation (EEC) No 3820/85 apply to a very small percentage of drivers and that currently the compulsory training of drivers is only

required by a few Member States, the majority of drivers now driving on Community territory are carrying out their profession solely on the basis of a driving licence.

(3) To enable drivers to meet the new demands arising from the development of the road transport market, Community rules should be made applicable to all drivers, whether they drive as self-employed or salaried workers, and whether on own account or for hire or reward.

(4) The establishment of new Community rules is aimed at ensuring that, by means of his qualification, the driver is of a standard to have access to and carry out the activity of driving.

(5) More particularly, the obligation to hold an initial qualification and to undergo periodic training is intended to improve road safety and the safety of the driver, including during operations carried out by the driver while the vehicle is stopped. Furthermore, the modern nature of the profession of driver should arouse young people's interest in the profession, contributing to the recruitment of new drivers at a time of shortage.

(6) To avoid unequal conditions of competition, this Directive should apply to the activity of driving both by the nationals of a Member State and by nationals of third countries who are employed or used by an undertaking established in a Member State.

(7) In order to establish that the driver complies with his obligations, Member States should issue the driver with a certificate of professional competence, hereinafter referred to as 'CPC', certifying his initial qualification or periodic training.

(8) Given the differences between current systems in certain Member States, Member States should be able to choose between several options so as to facilitate the implementation of the provisions relating to the initial qualification.

(9) In order to maintain their qualification of driver, existing drivers should be obliged to undergo periodic retraining in the skills essential for their profession.

⁽¹⁾ OJ C 154 E, 29.5.2001, p. 258.

⁽²⁾ OJ C 260, 17.9.2001, p. 90.

⁽³⁾ Opinion of the European Parliament of 17 January 2002 (OJ C 271 E, 7.11.2002, p. 381), Council Common Position of 5 December 2002 and Decision of the European Parliament of ... (not yet published in the Official Journal).

⁽⁴⁾ Council Regulation (EEC) No 3820/85 of 20 December 1985 on the harmonisation of certain social legislation relating to road transport (OJ L 370, 31.12.1985, p. 1).

⁽⁵⁾ Council Directive 76/914/EEC of 16 December 1976 on the minimum level of training for some road transport drivers (OJ L 357, 29.12.1976, p. 36).

- (10) The minimum requirements to be met for the initial qualification and the periodic training concern the safety rules to be observed when driving and while the vehicle is stopped. The development of defensive driving, anticipating danger, making allowance for other road users, which goes hand in hand with rational fuel consumption, will have a positive impact both on society and on the road transport sector itself.
- (11) This Directive should not affect the rights acquired by a driver who has held the driving licence necessary to carry out the activity of driving since before the date laid down for obtaining a CPC certifying the corresponding initial qualification or the periodic training.
- (12) Only training centres which have been approved by the competent authorities of the Member States should be able to organise the training courses laid down for the initial qualification and the periodic training. To ensure the quality of these approved centres, the competent authorities should set harmonised criteria for their approval.
- (13) Not only the competent authorities of the Member States but also any entity designated by them should be responsible for organising the tests provided for in connection with the initial qualification and the periodic training. Given the importance of this Directive for road safety and for the equality of conditions of competition, the competent authorities of the Member States should supervise such tests.
- (14) Member States should prescribe that the first session of periodic training is to be completed and should issue the corresponding CPC, within the five years following either the date of issue of the CPC certifying the initial qualification or the expiry date of the time limit set for certain drivers to claim their acquired rights. It should also be possible for these time limits to be shortened or extended. Following his first periodic training, the driver should undergo periodic training every five years.
- (15) To certify that a driver who is a national of a Member State is the holder of one of the CPCs provided for by this Directive, and to facilitate mutual recognition of the various CPCs, Member States should affix the harmonised Community code laid down for that purpose, together with the code's expiry date, either to the driving licence or to the new driver qualification card, to be mutually recognised by Member States, the harmonised model of which is laid down by this Directive. This card should meet the same security requirements as the driving licence, given the importance of the rights which it confers for road safety and the equality of conditions of competition. The possibility afforded to Member States to affix the Community code on the new card should enable them to lay down a period of validity for driving licences which does not coincide with the date of expiry of the validity of periodic training, given that Directive 91/439/EEC⁽¹⁾ provides that each Member State is to retain the right to determine, on the basis of national criteria, the period of validity of the driving licences which it issues.
- (16) Annexes I and Ia to Directive 91/439/EEC should be amended so as to add to the list of harmonised codes and subcodes set out in those Annexes, the new Community code determining the date until which a driver fulfils the professional skills requirement, whether this is an initial qualification or periodic training.
- (17) Special certification provisions should be laid down for drivers covered by this Directive who are nationals of third countries.
- (18) The Commission should monitor the implementation of this Directive, particularly given the different initial qualification systems which it lays down, and should submit a report on this subject to the European Parliament, the Council, the Economic and Social Committee and the Committee of the Regions.
- (19) Given the significant number of drivers covered by this Directive, the provisions relating to the initial qualification should be applied in two stages, depending on whether the carriage of passengers or the carriage of goods is involved. The phased application of this Directive as regards the initial qualification for drivers of vehicles engaged in the carriage of goods and passengers should also make it possible for periodic training to be established in a phased manner.
- (20) The measures necessary to implement this Directive should be adopted in accordance with Council Decision 1999/468/EC of 28 June 1999 laying down the procedures for the exercise of implementing powers conferred on the Commission⁽²⁾.
- (21) To take account of the application on two different dates of the provisions relating to the initial qualification, the relevant provisions of Regulation (EEC) No 3820/85 and of Directive 76/914/EEC should be repealed.
- (22) However, it is desirable, in order to respect the principles of Community law, that drivers of vehicles used to carry out transport where this is considered to have a lesser impact on road safety or where the requirements of this Directive would impose a disproportionate economic or social burden, should be exempted from the application of this Directive.
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- (¹) Council Directive 91/439/EEC of 29 July 1991 on driving licences (OJ L 237, 24.8.1991, p. 1). Directive last amended by Commission Directive 2000/56/EC (OJ L 237, 21.9.2000, p. 45).
- (²) OJ L 184, 17.7.1999, p. 23.

(23) Since the objective of the proposed action, namely the establishment of a Community-wide standard for initial qualification and periodic training, cannot be sufficiently achieved by the Member States and can therefore, by reason of the scale and the effects of the proposed action, be better achieved at Community level, the Community may adopt measures in accordance with the principle of subsidiarity set out in Article 5 of the Treaty. In accordance with the principle of proportionality as set out in that Article, this Directive does not go beyond what is necessary in order to achieve that objective,

- (e) vehicles used in the course of driving lessons for any person wishing to obtain a driving licence or a CPC, as provided for in Article 6 and Article 8(1);
- (f) vehicles used for non-commercial carriage of passengers or goods, for personal use;
- (g) vehicles carrying material or equipment to be used by the driver in the course of his work, provided that driving the vehicle is not the driver's principal activity.

HAVE ADOPTED THIS DIRECTIVE:

Article 1

Scope

This Directive shall apply to the activity of driving carried out by:

- (a) nationals of a Member State; and
- (b) nationals of third countries who are employed or used by an undertaking established in a Member State;

hereinafter referred to as 'drivers', engaged in road transport within the Community, on roads open to the public, using:

- vehicles for which a driving licence of category C1, C1+E, C or C+E, as defined in Directive 91/439/EEC, or a driving licence recognised as equivalent, is required,
- vehicles for which a driving licence of category D1, D1+E, D or D+E, as defined in Directive 91/439/EEC, or a driving licence recognised as equivalent, is required.

Article 2

Exemptions

This Directive shall not apply to the drivers of:

- (a) vehicles with a maximum authorised speed not exceeding 45 km/h;
- (b) vehicles used by, or under the control of, the armed forces, civil defence, the fire service and forces responsible for maintaining public order;
- (c) vehicles undergoing road tests for technical development, repair or maintenance purposes, or of new or rebuilt vehicles which have not yet been put into service;
- (d) vehicles used in states of emergency or assigned to rescue missions;

Article 3

Qualification and training

1. The activity of driving as defined in Article 1 shall be subject to a compulsory initial qualification and compulsory periodic training. To this end Member States shall provide for:

- (a) a system of initial qualification:

Member States shall choose between the following two options:

- (i) Option combining both course attendance and a test:

in accordance with point 2.1 of section 2 of Annex I, this type of initial qualification involves compulsory course attendance for a specific period. It shall conclude with a test. Upon successful completion of the test, the qualification shall be certified by a CPC as provided for in Article 6(1)(a);

- (ii) option involving only tests:

in accordance with point 2.2 of section 2 of Annex I, this type of initial qualification does not involve compulsory course attendance but only theoretical and practical tests. Upon successful completion of the tests, the qualification shall be certified by a CPC as provided for in Article 6(1)(b).

However, a Member State may authorise a driver to drive within its territory before obtaining a CPC, when he is undergoing a national vocational training course of at least six months, for a maximum period of three years. In the context of this vocational training course, the tests referred to in points (i) and (ii) may be completed in stages;

- (b) a system of periodic training:

in accordance with section 4 of Annex I, periodic training involves compulsory course attendance. It shall be certified by a CPC as provided for in Article 8(1).

2. Member States may also provide for a system of accelerated initial qualification so that a driver may drive in the cases referred to in Article 5(2)(a)(ii) and (b) and in Article 5(3)(a)(i) and (b).

In accordance with section 3 of Annex I, the accelerated initial qualification shall involve compulsory course attendance. It shall conclude with a test. Upon successful completion of the test, the qualification shall be certified by a CPC as provided for in Article 6(2).

3. Member States may exempt drivers who have obtained the certificate of professional competence provided for in Directive 96/26/EC⁽¹⁾ from the tests referred to in paragraph 1(a)(i) and (ii) and in paragraph 2 in the subjects covered by the test provided for in that Directive and, where appropriate, from attending the part of the course corresponding thereto.

Article 4

Acquired rights

The following drivers shall be exempted from the requirement to obtain an initial qualification:

- (a) drivers who hold a category D1, D1+E, D or D+E licence, or a licence recognised as equivalent, issued no later than two years after the final date for the transposition of this Directive;
- (b) drivers who hold a category C1, C1+E, C or C+E licence, or a licence recognised as equivalent, issued no later than three years after the final date for the transposition of this Directive.

Article 5

Initial qualification

1. Access to an initial qualification shall not require the corresponding driving licence to be obtained beforehand.

2. Drivers of a vehicle intended for the carriage of goods may drive:

- (a) from the age of 18:

- (i) a vehicle in licence categories C and C+E, provided they hold a CPC as referred to in Article 6(1);

- (ii) a vehicle in licence categories C1 and C1+E, provided they hold a CPC as referred to in Article 6(2);

- (b) from the age of 21, a vehicle in licence categories C and C+E, provided they hold a CPC as referred to in Article 6(2).

3. Drivers of a vehicle intended for the carriage of passengers may drive:

- (a) from the age of 21:

- (i) a vehicle in licence categories D and D+E to carry passengers on regular services where the route does not exceed 50 kilometres and a vehicle in licence categories D1 and D1+E, provided they hold a CPC as referred to in Article 6(2).

Any Member State may authorise drivers of vehicles in one of the abovementioned categories to drive such vehicles within its territory from the age of 18, provided they hold a CPC as referred to in Article 6(1);

- (ii) a vehicle in licence categories D and D+E, provided they hold a CPC as referred to in Article 6(1).

Any Member State may authorise drivers of vehicles in one of the abovementioned categories to drive such vehicles within its territory from the age of 20, provided they hold a CPC as referred to in Article 6(1). This may be reduced to the age of 18 where the driver drives such vehicles without passengers;

- (b) from the age of 23, a vehicle in licence categories D and D+E, provided they hold a CPC as referred to in Article 6(2).

4. Without prejudice to the age limits specified in paragraph 2, drivers undertaking carriage of goods who hold a CPC as provided for in Article 6 for one of the categories provided for in paragraph 2 shall be exempted from obtaining such a CPC for any other of the categories of vehicles referred to in that paragraph.

These provisions shall apply under the same conditions to drivers undertaking carriage of passengers in the categories referred to in paragraph 3.

5. Drivers undertaking carriage of goods who broaden or modify their activities in order to carry passengers, or vice versa, and who hold a CPC as provided for in Article 6, shall not be required to repeat the common parts of the initial qualification, but rather only the parts specific to the new qualification.

⁽¹⁾ Council Directive 96/26/EC of 29 April 1996 on admission to the occupation of road haulage operator and road passenger transport operator and mutual recognition of diplomas, certificates and other evidence of formal qualifications intended to facilitate for these operators the right to freedom of establishment in national and international transport operations (OJ L 124, 23.5.1996, p. 1). Directive last amended by Directive 98/76/EC (OJ L 277, 14.10.1998, p. 17).

Article 6

CPC certifying the initial qualification

1. CPC certifying an initial qualification

- (a) CPC awarded on the basis of course attendance and a test

In accordance with Article 3(1)(a)(i), Member States shall require trainee drivers to attend courses in a training centre approved by the competent authorities in accordance with section 5 of Annex I, hereinafter referred to as 'approved training centre'. These courses shall cover all the subjects referred to in section 1 of Annex I. This training shall conclude with successful completion of the test provided for in point 2.1 of section 2 of Annex I. That test shall be organised by the Member States' competent authorities or an entity designated by them and shall serve to check whether, for the aforementioned subjects, the trainee driver has the level of knowledge required in section 1 of Annex I. The said authorities or entities shall supervise the test and, upon successful completion, issue the drivers with a CPC certifying an initial qualification.

- (b) CPC awarded on the basis of tests

In accordance with Article 3(1)(a)(ii), Member States shall require trainee drivers to pass the theoretical and practical tests referred to in point 2.2 of section 2 of Annex I. These tests shall be organised by the Member States' competent authorities or an entity designated by them and shall serve to check whether, for all the aforementioned subjects, the trainee driver has the level of knowledge required in section 1 of Annex I. The said authorities or entities shall supervise the tests and, upon successful completion, issue the drivers with a CPC certifying an initial qualification.

2. CPC certifying an accelerated initial qualification

In accordance with Article 3(2), Member States shall require trainee drivers to attend courses in an approved training centre. These courses shall cover all the subjects referred to in section 1 of Annex I.

This training shall conclude with the test provided for in section 3 of Annex I. That test shall be organised by the Member States' competent authorities or an entity designated by them and shall serve to check whether, for the aforementioned subjects, the trainee driver has the level of knowledge required in section 1 of Annex I. The said authorities or entities shall supervise the test and, upon successful completion, issue the drivers with a CPC certifying an accelerated initial qualification.

Article 7

Periodic training

Periodic training shall consist of training to enable holders of a CPC as referred to in Article 6 and the drivers referred to in Article 4 to update the knowledge which is essential for their work, with specific emphasis on road safety and the rationalisation of fuel consumption.

This training shall be organised by an approved training centre, in keeping with section 5 of Annex I. If a driver moves to another undertaking, the periodic training already undergone must be taken into account.

Periodic training shall be designed to expand on, and to revise, some of the subjects referred in section 1 of Annex I.

Article 8

CPC certifying periodic training

1. When a driver has completed the periodic training referred to in Article 7, the Member States' competent authorities or the approved training centre shall issue him with a CPC certifying periodic training.

2. The following drivers shall undergo a first course of periodic training:

- (a) holders of a CPC as referred to in Article 6, within five years of the issue of that CPC;
- (b) the drivers referred to in Article 4, within five years of the respective dates referred to in Article 14(2), in accordance with a timetable decided on by the Member States.

Member States may reduce or extend the periods of time referred to in (a) and (b), *inter alia* so that they coincide with the date of expiry of the driving licence or so as to ensure the gradual introduction of periodic training. The period may not, however, be shorter than three years or longer than seven years.

3. A driver who has completed a first course of periodic training as referred to in paragraph 2 shall undergo periodic training every five years, before the end of the period of validity of the CPC certifying periodic training.

4. Holders of the CPC as referred to in Article 6 or the CPC as referred to in Article 8(1) and the drivers referred to in Article 4 who have ceased pursuit of the occupation and do not meet the requirements of paragraphs 1, 2 and 3, shall undergo a course of periodic training before resuming pursuit of the occupation.

5. Drivers undertaking the carriage of goods or passengers by road who have completed courses of periodic training for one of the licence categories provided for in Article 5(2) and (3) shall be exempt from the obligation to undergo further periodic training for another of the categories provided for in those paragraphs.

Article 9

Place of training

Drivers referred to in Article 1(a) shall obtain the initial qualification referred to in Article 5 in the Member State in which they have their normal residence, as defined in Article 14 of Regulation (EEC) No 3821/85 ⁽¹⁾.

Drivers referred to in Article 1(b) shall obtain that qualification in the Member State in which the undertaking is established or in the Member State which issued a work permit to them.

Drivers referred to in Article 1(a) and 1(b) shall undergo the periodic training referred to in Article 7 in the Member State in which they have their normal residence or the Member State in which they work.

Article 10

Community code

1. On the basis of the CPC referred to in Article 6 and the CPC referred to in Article 8(1), Member States' competent authorities shall mark, taking into account the provisions of Article 5(2) and (3) and Article 8, the Community code provided for in paragraph 2 of this Article alongside the corresponding categories of licence:

— either on the driving licence

— or on the driver qualification card drawn up in accordance with the model shown in Annex II.

The driver qualification card issued by Member States shall be mutually recognised. When the card is issued, the competent authorities shall check the validity of the driving licence whose number is mentioned on the card.

2. The following Community code shall be added to the list of harmonised Community codes as laid down in Annexes I and Ia to Directive 91/439/EEC:

'95. Driver holding a CPC complying with the obligation of professional competence referred to in Article 3 until ... (e.g. 9501.01.2012).'

⁽¹⁾ Council Regulation (EEC) No 3821/85 of 20 December 1985 on recording equipment in road transport (OJ L 370, 3.12.1985, p. 8). Regulation as last amended by Commission Regulation (EC) No 1360/2002 (OJ L 207, 5.8.2002, p. 1).

3. (a) A driver referred to in Article 1(b) who drives vehicles used for the carriage of goods by road shall prove that he has the qualification and training provided for in this Directive by means of the driver's certificate provided for in Regulation (EC) No 484/2002 ⁽²⁾.

In addition to the certificate, the Member State may issue him with the driver qualification card provided for in Annex II, marked with the relevant Community code.

(b) A driver referred to in Article 1(b) who drives vehicles used for the carriage of passengers by road shall prove that he has the qualification and training provided for in this Directive by means of:

— either the Community code marked on the Community model driving licence, where he is the holder of such a licence, or

— the driver qualification card provided for in Annex II, marked with the relevant Community code, or

— a national certificate whose validity on their territory is mutually recognised by the Member States.

Article 11

Adaptation to scientific and technical progress

The amendments necessary to adapt Annexes I and II to scientific and technical progress shall be adopted in accordance with the procedure laid down in Article 12(2).

Article 12

Committee procedure

1. The Commission shall be assisted by a Committee.

2. Where reference is made to this paragraph, Articles 5 and 7 of Decision 1999/468/EC shall apply in accordance with Article 8 of that Decision.

The period provided for in Article 5(6) of Decision 1999/468/EC shall be three months.

3. The Committee shall adopt its rules of procedure.

⁽²⁾ Regulation (EC) No 484/2002 of the European Parliament and of the Council of 1 March 2002 amending Council Regulations (EEC) No 881/92 and (EEC) No 3118/93 for the purposes of establishing a driver attestation (OJ L 76, 19.3.2002, p. 1).

*Article 13***Report**

Before ... (*) the Commission shall submit to the European Parliament, the Council, the Economic and Social Committee and the Committee of the Regions a report making an initial evaluation of the implementation of this Directive, in particular with regard to the equivalence of the various initial qualification systems provided for in Article 3. The report shall be accompanied by appropriate proposals, if necessary.

*Article 14***Transposition and implementation**

1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive before ... (**). They shall forthwith inform the Commission thereof.

When Member States adopt these measures, they shall contain a reference to this Directive or shall be accompanied by such reference on the occasion of their official publication. The methods of making such reference shall be laid down by Member States.

2. Member States shall apply these measures:

- from ... (***) as regards the initial qualification required to drive vehicles in licence categories D1, D1+E, D and D+E;
- from ... (****) as regards the initial qualification required to drive vehicles in licence categories C1, C1+E, C and C+E.

Member States shall forthwith inform the Commission thereof and shall assist each other in applying these measures.

*Article 15***Repeal**

1. Article 5 of Regulation (EEC) No 3820/85 is hereby amended as follows:

(a) paragraph 1 shall be repealed with effect from ... (****).

(b) paragraphs 2 and 4 shall be repealed with effect from ... (**).

2. Directive 76/914/EEC shall be repealed with effect from ... (****).

3. The laws, regulations and administrative provisions adopted to comply with Directive 76/914/EEC shall cease to apply:

— from ... (***) to drivers of vehicles for the carriage of passengers by road,

— from ... (****) to drivers of vehicles for the carriage of goods by road.

*Article 16***Entry into force**

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

*Article 17***Addressees**

This Directive is addressed to the Member States.

Done at ...

For the European Parliament
The President

For the Council
The President

(*) Eight years after the entry into force of this Directive.
 (**) Three years after the entry into force of this Directive.
 (***) Five years after the entry into force of this Directive.
 (****) Six years after the entry into force of this Directive.

ANNEX I

MINIMUM QUALIFICATION AND TRAINING REQUIREMENTS

SECTION 1

List of subjects

The knowledge to be taken into account by Member States when establishing the driver's initial qualification and periodic training must include at least the subjects in this list. Trainee drivers must reach the level of knowledge and practical competence necessary to drive in all safety vehicles of the relevant licence category. The minimum level of knowledge may not be less than level 2 of the training-level structure provided for in Annex I to Decision 85/368/EEC ⁽¹⁾, i.e. the level reached during compulsory education, supplemented by professional training.

1. Advanced training in rational driving based on safety regulations*All licences*

- 1.1. Objective: to know the characteristics of the transmission system in order to make the best possible use of it:

curves relating to torque, power, and specific consumption of an engine, area of optimum use of revolution counter, gearbox-ratio cover diagrams.

- 1.2. Objective: to know the technical characteristics and operation of the safety controls in order to control the vehicle, minimise wear and tear and prevent disfunctioning:

specific features of hydraulic vacuum servobrake circuit, limits to the use of brakes and retarder, combined use of brakes and retarder, making better use of speed and gear ratio, making use of vehicle inertia, using ways of slowing down and braking on downhill stretches, action in the event of failure.

- 1.3. Objective: ability to optimise fuel consumption:

optimisation of fuel consumption by applying know-how as regards points 1.1 and 1.2.

Licence C, C+E, C1, C1+E

- 1.4. Objective: ability to load the vehicle with due regard for safety rules and proper vehicle use:

forces affecting vehicles in motion, use of gearbox-ratios according to vehicle load and road profile, calculation of payload of vehicle or assembly, calculation of total volume, load distribution, consequences of overloading the axle, vehicle stability and centre of gravity, types of packaging and pallets;

main categories of goods needing securing, clamping and securing techniques, use of securing straps, checking of securing devices, use of handling equipment, placing and removal of tarpaulins.

Licence D, D+E, D1, D1+E

- 1.5. Objective: ability to ensure passenger comfort and safety:

adjusting longitudinal and sideways movements, road sharing, position on the road, smooth breaking, overhang operation, using specific infrastructures (public areas, dedicated lanes), managing conflicts between safe driving and other roles as a driver, interacting with passengers, peculiarities of certain groups of passengers (disabled persons, children).

⁽¹⁾ Council Decision 85/368/EEC of 16 July 1985 on the comparability of vocational training qualifications between the Member States of the European Community (OJ L 199, 31.7.1985, p. 56).

- 1.6. Objective: ability to load the vehicle with due regard for safety rules and proper vehicle use:

forces affecting vehicles in motion, use of gearbox-ratios according to vehicle load and road profile, calculation of payload of vehicle or assembly, load distribution, consequences of overloading the axle, vehicle stability and centre of gravity.

2. Application of regulations

All licences

- 2.1. Objective: to know the social environment of road transport and the rules governing it:

maximum working periods specific to the transport industry; principles, application and consequences of Regulations (EEC) No 3820/85 and (EEC) No 3821/85; penalties for failure to use, improper use of and tampering with the tachograph; knowledge of the social environment of road transport: rights and duties of drivers as regards initial qualification and periodic training.

Licence C, C+E, C1, C1+E

- 2.2. Objective: to know the regulations governing the carriage of goods:

transport operating licences, obligations under standard contracts for the carriage of goods, drafting of documents which form the transport contract, international transport permits, obligations under the Convention on the Contract for the International Carriage of Goods by Road, drafting of the international consignment note, crossing borders, freight forwarders, special documents accompanying goods.

Licence D, D+E, D1, D1+E

- 2.3. Objective: to know the regulations governing the carriage of passengers:

carriage of specific groups of passengers, safety equipment on board buses, safety belts, vehicle load.

3. Health, road and environmental safety, service, logistics

All licences

- 3.1. Objective: to make drivers aware of the risks of the road and of accidents at work:

types of accidents at work in the transport sector, road accident statistics, involvement of lorries/coaches, human, material and financial consequences.

- 3.2. Objective: ability to prevent trafficking in illegal immigrants:

trafficking in illegal immigrants and illegal immigration: general information, implications for drivers, preventive measures, check list, legislation on transport operator liability.

- 3.3. Objective: ability to prevent physical risks

ergonomic principles; movements and postures which pose a risk, physical fitness, handling exercises, personal protection.

- 3.4. Objective: awareness of the importance of physical and mental ability:

principles of healthy, balanced eating, effects of alcohol, drugs or any other substance likely to affect behaviour, symptoms, causes, effects of fatigue and stress, fundamental role of the basic work/rest cycle.

- 3.5. Objective: ability to assess emergency situations:

behaviour in an emergency situation: assessment of the situation, avoiding complications of an accident, summoning assistance, assisting casualties and giving first aid, reaction in the event of fire, evacuation of occupants of a lorry/bus passengers, ensuring the safety of all passengers, reaction in the event of aggression; basic principles for the drafting of an accident report.

3.6. Objective: ability to adopt behaviour to help enhance the image of the company:

behaviour of the driver and company image: importance for the company of the standard of service provided by the driver, the roles of the driver, people with whom the driver will be dealing, vehicle maintenance, work organisation, commercial and financial effects of a dispute.

Licence C, C+E, C1, C1+E

3.7. Objective: to know the economic environment of road haulage and the organisation of the market:

road transport in relation to other modes of transport (competition, shippers), different road transport activities (transport for hire or reward, own account, auxiliary transport activities), organisation of the main types of transport company and auxiliary transport activities, different transport specialisations (road tanker, controlled temperature, etc.), changes in the industry (diversification of services provided, rail-road, subcontracting, etc.).

Licence D, D+E, D1, D1+E

3.8. Objective: to know the economic environment of the carriage of passengers by road and the organisation of the market:

carriage of passengers by road in relation to other modes of passenger transport (rail, private car), different activities involving the carriage of passengers by road, crossing borders (international transport), organisation of the main types of companies for the carriage of passengers by road.

SECTION 2

Compulsory initial qualification provided for in Article 3(1)(a)

2.1. Option combining both course attendance and a test:

initial qualification must include the teaching of all subjects in the list under section 1. The duration of this initial qualification must be 280 hours.

Each trainee driver must drive for at least twenty hours individually in a vehicle of the category concerned which meets at least the requirements for test vehicles as defined in Directive 91/439/EEC.

When driving individually, the trainee driver must be accompanied by an instructor, employed by an approved training centre. Each driver may drive for a maximum of eight hours of the 20 hours of individual driving on special terrain or on a top-of-the-range simulator so as to assess training in rational driving based on safety regulations, in particular with regard to vehicle handling in different road conditions and the way they change with different atmospheric conditions and the time of day or night.

For the drivers referred to in Article 5(5) the length of the initial qualification must be 70 hours, including five hours of individual driving.

At the end of that training, Member States' competent authorities or the entity designated by them shall give the driver a written or oral test. The test must include at least one question on each of the objectives in the list of subjects under section 1.

2.2. Option involving a test:

Member States' competent authorities or the entity designated by them shall organise the aforementioned theoretical and practical tests to check whether the trainee driver has the level of knowledge required in section 1 for the subjects and objectives listed there.

(a) The theoretical test shall consist of at least two parts:

(i) questions including multiple-choice questions, questions requiring a direct answer, or a combination of both;

(ii) case studies.

The minimum duration of the theoretical test must be four hours.

(b) The practical test shall consist of two parts:

- (i) a driving test aimed at assessing training in rational driving based on safety regulations. The test must take place, whenever possible, on roads outside built-up areas, on fast roads and on motorways (or similar), and on all kinds of urban highways presenting the different types of difficulties that a driver is liable to encounter. It would be desirable for this test to take place in different traffic density conditions. The driving time on the road must be used optimally in order to assess the candidate in all traffic areas likely to be encountered. The minimum duration of this test must be 90 minutes;
- (ii) a practical test covering at least points 1.4, 1.5, 1.6, 3.2, 3.3 and 3.5.

The minimum duration of this test must be 30 minutes.

The vehicle used for the practical test must meet at least the requirements for test vehicles as defined in Directive 91/439/EEC.

The practical test may be supplemented by a third test taking place on special terrain or on a top-of-the-range simulator so as to assess training in rational driving based on safety regulations, in particular with regard to vehicle handling in different road conditions and the way they change with different atmospheric conditions and the time of day or night.

The duration of this optional test is not fixed. Should the driver undergo such a test, its duration may be deducted from the 90 minutes of the driving test referred to under (i), but the time deducted may not exceed 30 minutes.

For the drivers referred to in Article 5(5), the theoretical test must be limited to the subjects, referred to in section 1, which are relevant to the vehicles to which the new initial qualification applies. However, such drivers must undergo the whole practical test.

SECTION 3

Accelerated initial qualification provided for in Article 3(2)

Accelerated initial qualification must include the teaching of all subjects in the list in section 1. Its duration must be 140 hours.

Each trainee must drive for at least 10 hours individually in a vehicle of the category concerned which meets at least the requirements for test vehicles as defined in Directive 91/439/EEC.

When driving individually, the trainee driver must be accompanied by an instructor, employed by an approved training centre. Each driver may drive for a maximum of four hours of the 10 hours of individual driving on special terrain or on a top-of-the-range simulator so as to assess training in rational driving based on safety regulations, in particular with regard to vehicle handling in different road conditions and the way they change with different atmospheric conditions and the time of day or night.

For the drivers referred to in Article 5(5) the length of the accelerated initial qualification must be 35 hours, including two and a half hours of individual driving.

At the end of that training, Member States' competent authorities or the entity designated by them shall give the driver a written or oral test. The test must include at least one question on each of the objectives in the list of subjects under section 1.

SECTION 4

Compulsory periodic training provided for in Article 3(1)(b)

Compulsory periodic training courses must be organised by an approved training centre. Their duration must be of 35 hours every five years, given in periods of at least seven hours.

SECTION 5

Approval of the initial qualification and periodic training

- 5.1. The training centres taking part in the initial qualification and periodic training must be approved by the Member States' competent authorities. Approval may be given only in response to a written application. The application must be accompanied by documents including:
 - 5.1.1. a suitable qualification and training programme specifying the subjects taught and setting out the proposed implementing plan and teaching methods;
 - 5.1.2. the instructors' qualifications and fields of activity;
 - 5.1.3. information about the premises where the courses are given, the teaching materials, the resources made available for the practical work, and the vehicle fleet used;
 - 5.1.4. the conditions regarding participation in the courses (number of participants).
- 5.2. The competent authority must give approval in writing subject to the following conditions:
 - 5.2.1. the training must be given in accordance with the documents accompanying the application;
 - 5.2.2. the competent authority must be entitled to send authorised persons to assist in the training courses of the approved centres, and must be entitled to monitor such centres, with regard to the resources used and the proper running of the training courses and tests;
 - 5.2.3. the approval may be withdrawn or suspended if the conditions of approval are no longer complied with.

The approved centre must guarantee that the instructors have a sound knowledge of the most recent regulations and training requirements. As part of a specific selection procedure, the instructors must provide certification showing a knowledge of both the subject material and teaching methods. As regards the practical part of the training, instructors must provide certification of experience as professional drivers or similar driving experience, such as that of driving instructors for heavy vehicles.

The programme of instruction must be in accordance with the approval and must cover the subjects in the list in section 1.

ANNEX II

ARRANGEMENTS FOR THE EUROPEAN COMMUNITIES MODEL FOR A DRIVER QUALIFICATION CARD

1. The physical characteristics of the card must comply with ISO standards 7810 and 7816-1.

The methods for verifying the physical characteristics of the card to ensure that they are consistent with international standards must comply with ISO standard 10373.

2. The card has two sides:

Side 1 contains:

- (a) the heading 'driver qualification card' printed in large type in the official language or languages of the Member State issuing the card;
- (b) the name of the Member State issuing the card (optional);
- (c) the distinguishing sign of the Member State issuing the card, printed in negative in a blue rectangle and encircled by twelve yellow stars; the distinguishing signs are as follows:

B: Belgium	L: Luxembourg
DK: Denmark	NL: The Netherlands
D: Germany	A: Austria
GR: Greece	P: Portugal
E: Spain	FIN: Finland
F: France	S: Sweden
IRL: Ireland	UK: United Kingdom
I: Italy	

- (d) information specific to the card, numbered as follows:

1. surname of the holder;
2. first name of the holder;
3. date and place of birth of the holder;
4. (a) date of issue;
- (b) date of expiry;
- (c) the name of the issuing authority (may be printed on side 2);
- (d) a different number from the driving licence number for administrative purposes (optional);
5. (a) driving licence number;
- (b) serial number;
6. photograph of the holder;
7. signature of the holder;
8. normal place of residence, or postal address of the holder (optional);
9. the (sub-)categories of vehicles for which the driver satisfies the initial qualification and periodic training requirements;

- (e) the title 'European Communities model' in the language or languages of the Member State issuing the card and the heading 'driver qualification card' in the other official languages of the Community, printed in blue so as to form the background to the card:

tarjeta de cualificación del conductor

chaufføruddannelsesbevis

Fahrerqualifizierungsnachweis

δελτίο επιμόρφωσης οδηγού

driver qualification card

carte de qualification de conducteur

cárta cáilíochta tiomána

carta di qualificazione e formazione del conducente

kwalificatiekaart bestuurder

carta de qualificação de motorista

kuljettajan ammattipätevyyskortti

yrkeskompetensbevis för förare

- (f) the reference colours:

— blue: Pantone Reflex blue,

— yellow: Pantone yellow.

Side 2 contains:

- (a) 9. the (sub-)categories of vehicles for which the driver satisfies the initial qualification and periodic training requirements;

10. the Community code provided for in Article 10 of this Directive;

11. a space reserved for the possible entry by the Member State issuing the card of essential administrative details or details relating to road safety (optional). If the details relate to a heading set out in this Annex, such details must be preceded by the corresponding heading number.

- (b) an explanation of the numbered entries appearing on sides 1 and 2 of the card (at least headings 1, 2, 3, 4a, 4b, 4c, 5a, 5b and 10).

If a Member State wishes to word these entries in a national language other than one of the following languages: Danish, Dutch, English, Finnish, French, German, Greek, Italian, Portuguese, Spanish and Swedish, it shall draw up a bilingual version of the card using one of the abovementioned languages, without prejudice to the other provisions of this Annex.

3. Security, including data protection

The aim of the various constituent parts of the card is to rule out any forgery or tampering and to detect any attempts to do so.

The Member State must ensure that the level of security of the card is at least comparable to the level of security of the driving licence.

4. Particular arrangements

After consulting the Commission, Member States may add colours or markings, such as a bar code, national symbols and security features, without prejudice to the other provisions of this Annex.


In connection with the mutual recognition of cards, the bar code may not contain any information other than that already legibly appearing on the driver qualification card or which is essential for the card-issuing process.

EUROPEAN COMMUNITIES MODEL FOR A DRIVER QUALIFICATION CARD

Side 1

DRIVER QUALIFICATION CARD

MEMBER STATE



6. PHOTO

1.

2.

3.

4a.

4b.

4c.

4d.

5a.

5b.

7.

8.

9.

Side 2

11.

1. Surname 2. First name

3. Date and place of birth

4a. Date of issue

4b. Administrative expiry date

4c. Issued by

5a. Licence number

5b. Serial number

8. Normal place of residence

9. Category

10. Community code

9.	10.
C1	
C	
D1	
D	
C1E	
CE	
D1E	
DE	

STATEMENT OF THE COUNCIL'S REASONS

I. INTRODUCTION

Having regard to Article 71 of the EC Treaty, and in the framework of the codecision procedure in accordance with Article 251 of the EC Treaty, the Council adopted its common position on a draft Regulation on the training of professional drivers for the carriage of goods or passengers by road on 5 December 2002.

In taking its position, the Council took account of the opinion of the European Parliament in its first reading on 17 January 2002 ⁽¹⁾ and of the opinion of the Economic and Social Committee delivered on 11 July 2001 ⁽²⁾. The Committee of the Regions waived its right to deliver an opinion ⁽³⁾.

The aim of the draft Directive is to introduce mandatory initial and continuous training for professional drivers. Under existing Community law only certain categories of drivers, corresponding to a relatively small number of drivers, should hold a certificate of professional competence in conformity with the rules on the minimum levels of training for some road transport drivers. On the other hand, at present, only few Member States require compulsory training of drivers. All in all, the great majority of professional drivers in the Member States currently pursue their occupation on the basis of their driving licence only.

II. ANALYSIS OF THE COMMON POSITION

The Council approves fully of the aim and principles of the Commission proposal. The Council is in favour of instituting a scheme of compulsory initial and periodic training for the benefit of professional drivers. The Council believes, considering the current situation in Member States on the one hand, and both the scope (categories of drivers covered) of the draft Directive and the nature of the qualification and training to be provided under its terms, on the other, that such a scheme will create a considerable added value. It will enable drivers to better meet demands arising from their professional environment. As a consequence, and apart from the quality of the service, the level of road safety and the safety of the driver himself will be raised. It will also contribute to the harmonisation of the drivers' social conditions and the conditions of their employment. Finally, this training scheme should also increase the attractiveness of the driving profession for young people in a situation where there exists a shortage of drivers on the employment market.

The Council felt that it was equally important to design the draft Directive's implementing mechanisms whilst taking account of Member States' specific features, in terms of, where appropriate, existing training schemes in Member States — which proved to be valuable — and, in a more general fashion, the functioning of the transport sector in the individual Member States. It has however always been understood that the basic principles underlying the Commission proposal in terms of the quality and effectiveness of the professional training to be achieved could in no way be jeopardised. This approach led the Council to introduce, in comparison to the Commission's initial proposal, a number of — sometimes substantial — new elements in its common position. In particular, when providing for a system of initial qualification, Member States have now the choice between two options: one option involves both course attendance and tests, the other option involves tests only.

The main features of the draft Directive are furthermore as follows:

As to its scope, the draft Directive applies to *all drivers engaged in road transport within the Community* using vehicles for which a driving licence (or a driving licence recognised as an equivalent) of the categories C1, C1+E, C or C+E and D1, D1+E, D or D+E (as defined in Directive 91/439/EEC) is required. Nationals of a Member State as well as nationals of third countries who are employed or used by an undertaking established in a Member State fall within the scope of the Directive.

⁽¹⁾ OJ C 271 E, 7.11.2002, p. 381.

⁽²⁾ OJ C 260, 17.9.2001, p. 90.

⁽³⁾ Letter of 15 October 2001.

The activity of driving is subject to a *compulsory initial qualification and compulsory periodic training*. As mentioned before, the Council's common position provides thus for a dual system as regards the initial qualification. The Member State may choose whether to prescribe that the achievement of this initial qualification involves either the attendance of mandatory courses and the successful completion of the test or the successful completion of a test only. Furthermore, under certain conditions, Member States may also provide for a system of accelerated initial qualification. In such cases the driver may follow an 'accelerated mandatory initial training course', implying a shorter duration of courses but their compulsory attendance.

A first session of the periodic training should be completed within the five years following either the date of issue of the certificate concerning the initial training or the time limit set for certain drivers to claim their acquired rights. Following this first periodic training, the driver should undergo a periodic training every five years. 'Grandfather rights' provide that drivers who hold the relevant driving licence issued no later than two or three years — depending on the type of driving license — after the final date for the transposition of this draft Directive into national law, are exempted from the requirement to obtain an initial qualification.

The Commission's proposal provided that the issuing of the training certificate(s) to the driver be marked by a Community code on the driving licence. However, since the frequency with which the driver's licence is renewed may vary from Member State to Member State, the Council now proposes, as an alternative to the marking on the driving licence, that this certification (as to the holding of a 'certificate of professional competence' or 'CPC') may be marked on a new 'Driver training and qualification card'. In doing so, a situation is avoided in which the periods and time limits by which the driver must comply with the (initial) qualification and (periodic) training requirements shall necessarily coincide with the periodic renewal of the driving licence. Both possibilities are based on the principle of mutual recognition by Member States.

Further changes introduced in the Council's common position concern *inter alia* the terminology and definitions, the addition of exemptions from the scope of application for vehicles used in states of emergency or assigned to rescue missions and for vehicles used during driving lessons, the required minimum ages for drivers dates of transposition and entry into force as well as the corresponding dates of repeal of Directive 76/914/EEC and the relevant articles of Regulation (EEC) No 3820/85.

III. EUROPEAN PARLIAMENT AMENDMENTS

The Council, upon examination of the amendments proposed by the European Parliament in its first reading, noted that the large majority of these amendments are, as to their aim and spirit, very similar to the corresponding provisions of the Council's common position. Whilst it was thus not in a position to accept as to their letter most of these amendments (with the exception of amendment 15) — *inter alia* because of the different approach taken on some basic aspects (e.g. the dual system for the initial training) — the Council holds the opinion that the text of its common position ensures by and large that the aim sought by these specific amendments is achieved. This is notably the case for amendments 1, 3, 4, 6 (partially), 7, 8, 9, 11, 12 (partially), 14, 16, 17, 18, 20, 21, 24 and 43.

COMMON POSITION (EC) No 3/2003**adopted by the Council on 9 December 2002****with a view to the adoption of a Regulation (EC) No .../2003 of the European Parliament and of the Council of ... establishment of a common classification of territorial units for statistics (NUTS)**

(2003/C 32 E/03)

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty establishing the European Community, and in particular Article 285 thereof,

Having regard to the proposal from the Commission ⁽¹⁾,

Having regard to the Opinion of the Economic and Social Committee ⁽²⁾,

Having regard to the opinion of the Committee of the Regions ⁽³⁾,

Acting in accordance with the procedure laid down in Article 251 of the Treaty ⁽⁴⁾,

Whereas:

(1) Users of statistics express an increasing need for harmonisation in order to have comparable data across the European Union. In order to function, the internal market requires statistical standards applicable to the collection, transmission and publication of national and Community statistics so that all operators in the single market can be provided with comparable statistical data. In this context, classifications are an important tool for the collection, compilation and dissemination of comparable statistics.

(2) Regional statistics are a cornerstone of the European Statistical System. They are used for a wide range of purposes. For many years European regional statistics have been collected, compiled and disseminated on the basis of a common regional classification, called 'nomenclature of territorial units for statistics' (hereinafter referred to as NUTS). It is now appropriate to fix this regional classification in a legal framework and to institute clear rules for future amendments of this classification. The NUTS classification should not preclude the existence of other subdivisions and classifications.

(3) Accordingly, all Member States' statistics transmitted to the Commission, which are broken down by territorial units, should use the NUTS classification, where applicable.

(4) In its analysis and dissemination, the Commission should use the NUTS classification for all statistics classified by territorial units, where applicable.

(5) Different levels are needed for regional statistics depending on the purpose of these statistics at national and European level. It is appropriate to have at least three hierarchical levels of detail in the European regional NUTS classification. Member States could have further levels of NUTS details, where they consider it necessary.

(6) Information on the current territorial composition of NUTS level 3 regions is necessary for the proper administration of the NUTS classification and should therefore be transmitted regularly to the Commission.

(7) Objective criteria for the definition of regions are necessary in order to ensure impartiality when regional statistics are compiled and used.

(8) Users of regional statistics need stability of the nomenclature over time. The NUTS classification should hence not be amended too frequently. This Regulation will ensure a greater stability of rules over time.

(9) Comparability of regional statistics requires that the regions be of a comparable size in terms of population. In order to achieve this goal, amendments of the NUTS classification should render the regional structure more homogeneous in terms of population size.

(10) The actual political, administrative and institutional situation must also be respected. Non-administrative units must reflect economic, social, historical, cultural, geographical or environmental circumstances.

(11) Reference should be made to the definition of the 'population' on which the classification is based.

⁽¹⁾ OJ C 180 E, 26.6.2001, p. 108.

⁽²⁾ OJ C 260, 17.9.2001, p. 57.

⁽³⁾ OJ C 107, 3.5.2002, p. 54.

⁽⁴⁾ Opinion of the European Parliament of 24 October 2001 (C 112 E, 9.5.2002, p. 175) and Council Decision of 8 December 2002.

- (12) The NUTS classification is restricted to the economic territory of the Member States and does not provide complete coverage of the territory to which the Treaty establishing the European Community applies. Its use for Community purposes will therefore need to be assessed on a case-by-case basis. The economic territory of each country, as defined in Commission Decision 91/450/EEC ⁽¹⁾, also includes extraregio territory, made up of parts of the economic territory that cannot be attached to a certain region (air-space, territorial waters and the continental shelf, territorial enclaves, in particular embassies, consulates and military bases, and deposits of oil, natural gas, etc. in international waters, outside the continental shelf, worked by resident units). The NUTS classification must also provide the possibility of statistics for this extraregio territory.
- (13) Amendments to the NUTS classification will require close consultations with the Member States.
- (14) Since the objective of the proposed action, namely the harmonisation of regional statistics, cannot be sufficiently achieved by the Member States and can therefore be better achieved at Community level, the Community may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve that objective.
- (15) The NUTS classification laid down in this Regulation should replace the 'nomenclature of territorial units for statistics (NUTS)' established to date by the Statistical Office of the European Communities in cooperation with the national statistical institutes. As a consequence, all references in Community acts to the 'nomenclature of territorial units for statistics (NUTS)' should now be understood as referring to the NUTS classification laid down in this Regulation.
- (16) Council Regulation (EC) 322/97 of 17 February 1997 on Community Statistics ⁽²⁾ constitutes the reference framework for the provisions of this Regulation.
- (17) The measures necessary for the implementation of this Regulation should be adopted in accordance with Council Decision 1999/468/EC of 28 June 1999 laying down the procedures for the exercise of implementing powers conferred on the Commission ⁽³⁾.
- (18) The Statistical Programme Committee established by Council Decision 89/382/EEC, Euratom ⁽⁴⁾ has been consulted in accordance with Article 3 thereof,

HAVE ADOPTED THIS REGULATION:

Article 1

Subject matter

1. The purpose of this Regulation is to establish a common statistical classification of territorial units, hereinafter referred to as 'NUTS', in order to enable the collection, compilation and dissemination of harmonised regional statistics in the Community.
2. The NUTS classification laid down in Annex I shall replace the 'nomenclature of territorial units for statistics (NUTS)' established by the Statistical Office of the European Communities in cooperation with the national statistical institutes of the Member States.

Article 2

Structure

1. The NUTS classification subdivides the economic territory of the Member States, as defined in the Decision 91/450/EEC, into territorial units. It ascribes to each territorial unit a specific code and name.
2. The NUTS classification is hierarchical. It subdivides each Member State into NUTS level 1 territorial units, each of which is subdivided into NUTS level 2 territorial units, these in turn each being subdivided into NUTS level 3 territorial units.
3. However, a particular territorial unit may be classified at several NUTS levels.
4. At the same NUTS level, two different territorial units in the same Member State may not be identified by the same name. If two territorial units in different Member States have the same name, the country identifier is added to the territorial unit's name.
5. In each Member State, there can be further hierarchical levels of detail, decided by the Member State, whereby NUTS level 3 is sub-divided. Within two years from the entry into force of this Regulation, the Commission, after consulting the Member States, shall submit a communication to the European Parliament and the Council on the appropriateness of establishing rules on a Europe-wide basis for more detailed levels in the NUTS classification.

Article 3

Classification criteria

1. Existing administrative units within the Member States shall constitute the first criterion used for the definition of territorial units.

⁽¹⁾ OJ L 240, 29.8.1991, p. 36.

⁽²⁾ OJ L 52, 22.2.1997, p. 1.

⁽³⁾ OJ L 184, 17.7.1999, p. 23.

⁽⁴⁾ OJ L 181, 28.6.1989, p. 47.

To this end, 'administrative unit' shall mean a geographical area with an Administrative Authority that has the power to take administrative or policy decisions for that area within the legal and institutional framework of the Member State.

2. In order to establish the relevant NUTS level in which a given class of administrative units in a Member State is to be classified, the average size of this class of administrative units in the Member State shall lie within the following population thresholds:

Level	Minimum	Maximum
NUTS 1	3 million	7 million
NUTS 2	800 000	3 Millionen
NUTS 3	150 000	800 000

If the population of a whole Member State is below the minimum threshold for a given NUTS level, the whole Member State shall be one NUTS territorial unit for this level.

3. For the purpose of this Regulation, the population of a territorial unit shall consist of those persons who have their usual place of residence in this area.

4. The existing administrative units that are used for the NUTS classification are laid down in Annex II. Amendments to Annex II shall be adopted in accordance with the regulatory procedure referred to in Article 7(2).

5. If for a given level of NUTS no administrative units of a suitable scale exist in a Member State, in accordance with the criteria referred to in paragraph 2, this NUTS level shall be constituted by aggregating an appropriate number of existing smaller contiguous administrative units. This aggregation shall take into consideration such relevant criteria as geographical, socio-economic, historical, cultural or environmental circumstances.

The resulting aggregated units shall hereinafter be referred to as 'non-administrative units'. The size of the non-administrative units in a Member State for a given NUTS level shall lie within the population thresholds referred to in paragraph 2.

In accordance with the regulatory procedure referred to in Article 7(2), individual non-administrative units may however deviate from these thresholds because of particular geographical, socio-economic, historical, cultural or environmental circumstances, especially in the islands and the outermost regions.

Article 4

Components of NUTS

1. Within six months after the entry into force of this Regulation, the Commission shall publish the components of each

NUTS level 3 territorial unit in terms of the smaller administrative units as laid down in Annex III, as transmitted to it by the Member States.

Amendments to Annex III shall be adopted in accordance with the regulatory procedure referred to in Article 7(2).

2. Within the first six months of each year, Member States shall transmit to the Commission all changes of the components for the previous year that may affect the NUTS level 3 boundaries and in so doing shall respect the electronic data format requested by the Commission.

Article 5

Amendments to NUTS

1. The Member States shall inform the Commission of:

- (a) all changes that have occurred in administrative units, in so far as they may affect the NUTS classification, as laid down in Annex I, or the contents of Annexes II and III;
- (b) all other changes at the national level that may affect the NUTS classification, in accordance with the classification criteria laid down in Article 3.

2. Changes to NUTS level 3 boundaries due to changes of smaller administrative units as laid down in Annex III:

- (a) shall not be considered as amendments of NUTS if they involve a population transfer equal to or less than 1 % of the NUTS 3 territorial units concerned;
- (b) shall be considered as amendments of NUTS, in accordance with paragraph 3 of this Article, if they involve a population transfer of more than 1 % of the NUTS 3 territorial units concerned.

3. Amendments to the NUTS for the non-administrative units in a Member State, as referred to in Article 3(5), may be made if, at the NUTS level in question, the amendment reduces the standard deviation of the size in terms of population of all EU territorial units.

4. Amendments to the NUTS classification shall be adopted in the second half of the calendar year in accordance with the regulatory procedure referred to in Article 7(2), not more frequently than every three years, on the basis of the criteria laid down in Article 3. Nevertheless, in the case of a substantial reorganisation of the relevant administrative structure of a Member State, the amendments to the NUTS classification may be adopted at intervals of less than three years.

The Commission implementing measures referred to in the first subparagraph shall enter into force, with regard to the transmission of the data to the Commission, on 1 January of the second year after their adoption.

5. When an amendment is made to the NUTS classification, the Member State concerned shall transmit to the Commission the time series for the new regional breakdown, to replace data already transmitted. The list of the time series and their length will be specified in accordance with the regulatory procedure referred to in Article 7(2) taking into account the feasibility of providing them. These time series are to be supplied within two years of the amendment to the NUTS classification.

Article 6

Management

The Commission shall take the necessary measures to ensure the consistent management of the NUTS classification. In particular, such measures may include:

- (a) Drafting and updating of explanatory notes on NUTS;
- (b) Examination of problems arising from the implementation of NUTS in the Member States' classifications of territorial units.

Article 7

Procedure

1. The Commission shall be assisted by the Statistical Programme Committee, established by Article 1 of Council

Decision 89/382/EEC, Euratom (hereinafter referred to as 'the Committee').

2. Where reference is made to this paragraph, Articles 5 and 7 of Decision 1999/468/EC shall apply, having regard to the provisions of Article 8 thereof.

The period laid down in Article 5(6) of Decision 1999/468/EC shall be set at three months.

3. The Committee shall adopt its rules of procedure.

Article 8

Reporting

Three years after the entry into force of this Regulation, the Commission shall submit a report on its implementation to the European Parliament and the Council.

Article 9

Entry into force

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

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

Done at . . .

For the European Parliament
The President

For the Council
The President

ANNEX I

THE NUTS CLASSIFICATION (code — name)

Code	NUTS 1	NUTS 2	NUTS 3
BE			BELGIQUE — BELGIË
BE1	RÉGION DE BRUXELLES-CAPITALE BRUSSELS HOOFDSTEDELIJK GEWEST		
BE10		Région de Bruxelles-Capitale Brussels Hoofdstedelijk Gewest	
BE100			<i>Arr. ⁽¹⁾ de Bruxelles-Capitale</i> <i>Arr. van Brussel-Hoofdstad</i>
BE2	VLAAMS GEWEST		
BE21		Prov. ⁽²⁾ Antwerpen	
BE211			<i>Arr. Antwerpen</i>
BE212			<i>Arr. Mechelen</i>
BE213			<i>Arr. Turnhout</i>
BE22		Prov. Limburg (B)	
BE221			<i>Arr. Hasselt</i>
BE222			<i>Arr. Maaseik</i>
BE223			<i>Arr. Tongeren</i>
BE23		Prov. Oost-Vlaanderen	
BE231			<i>Arr. Aalst</i>
BE232			<i>Arr. Dendermonde</i>
BE233			<i>Arr. Eeklo</i>
BE234			<i>Arr. Gent</i>
BE235			<i>Arr. Oudenaarde</i>
BE236			<i>Arr. Sint-Niklaas</i>
BE24		Prov. Vlaams-Brabant	
BE241			<i>Arr. Halle-Vilvoorde</i>
BE242			<i>Arr. Leuven</i>
BE25		Prov. West-Vlaanderen	
BE251			<i>Arr. Brugge</i>
BE252			<i>Arr. Diksmuide</i>
BE253			<i>Arr. Ieper</i>
BE254			<i>Arr. Kortrijk</i>
BE255			<i>Arr. Oostende</i>
BE256			<i>Arr. Roeselare</i>
BE257			<i>Arr. Tielt</i>
BE258			<i>Arr. Veurne</i>
BE3	RÉGION WALLONNE		
BE31		Prov. Brabant Wallon	
BE310			<i>Arr. Nivelles</i>
BE32		Prov. Hainaut	
BE321			<i>Arr. Ath</i>
BE322			<i>Arr. Charleroi</i>
BE323			<i>Arr. Mons</i>
BE324			<i>Arr. Mouscron</i>
BE325			<i>Arr. Soignies</i>

⁽¹⁾ Arr. stands for 'Arrondissement administratif' in French or 'Administratief Arrondissement' in Dutch.⁽²⁾ Prov. stands for 'Province' in French or 'Provincie' in Dutch.

Code	NUTS 1	NUTS 2	NUTS 3
BE326	EXTRA-REGIO	Prov. Liège	Arr. Thuin
BE327			Arr. Tournai
BE33			
BE331			Arr. Huy
BE332			Arr. Liège
BE333			Arr. Verviers
BE334			Arr. Waremme
BE34		Prov. Luxembourg (B)	
BE341			Arr. Arlon
BE342			Arr. Bastogne
BE343			Arr. Marche-en-Famenne
BE344			Arr. Neufchâteau
BE345			Arr. Virton
BE35		Prov. Namur	
BE351			Arr. Dinant
BE352			Arr. Namur
BE353			Arr. Philippeville
BEZ		Extra-regio	
BEZZ			
BEZZZ			Extra-regio
DK	DANMARK	Danmark	DANMARK
DK0			
DK00			
DK001			København og Frederiksborg kommuner
DK002			Københavns amt
DK003			Frederiksborg amt
DK004			Roskilde amt
DK005			Vestsjællands amt
DK006			Storstrøms amt
DK007			Bornholms amt
DK008			Fyns amt
DK009			Sønderjyllands amt
DK00A			Ribe amt
DK00B			Vejle amt
DK00C			Ringkøbing amt
DK00D			Århus amt
DK00E			Viborg amt
DK00F			Nordjyllands amt
DKZ		Extra-regio	
DKZZ			
DKZZZ			Extra-regio
DE	BADEN-WÜRTTEMBERG	Stuttgart	DEUTSCHLAND
DE1			
DE11			
DE111			Stuttgart, Stadtkreis
DE112			Böblingen
DE113			Esslingen
DE114			Göppingen
DE115			Ludwigsburg

Code	NUTS 1	NUTS 2	NUTS 3
DE116	BAYERN	Karlsruhe	Rems-Murr-Kreis
DE117			Heilbronn, Stadtkreis
DE118			Heilbronn, Landkreis
DE119			Hohenlohekreis
DE11A			Schwäbisch Hall
DE11B			Main-Tauber-Kreis
DE11C			Heidenheim
DE11D			Ostalbkreis
DE12			
DE121			Baden-Baden, Stadtkreis
DE122			Karlsruhe, Stadtkreis
DE123			Karlsruhe, Landkreis
DE124			Rastatt
DE125			Heidelberg, Stadtkreis
DE126			Mannheim, Stadtkreis
DE127			Neckar-Odenwald-Kreis
DE128			Rhein-Neckar-Kreis
DE129			Pforzheim, Stadtkreis
DE12A			Calw
DE12B			Enzkreis
DE12C			Freudenstadt
DE13		Freiburg	
DE131			Freiburg im Breisgau, Stadtkreis
DE132			Breisgau-Hochschwarzwald
DE133			Emmendingen
DE134			Ortenaukreis
DE135			Rottweil
DE136			Schwarzwald-Baar-Kreis
DE137			Tuttlingen
DE138			Konstanz
DE139			Lörrach
DE13A			Waldshut
DE14		Tübingen	
DE141			Reutlingen
DE142			Tübingen, Landkreis
DE143			Zollernalbkreis
DE144			Ulm, Stadtkreis
DE145			Alb-Donau-Kreis
DE146			Biberach
DE147			Bodenseekreis
DE148			Ravensburg
DE149			Sigmaringen
DE2		Oberbayern	
DE21			
DE211			Ingolstadt, Kreisfreie Stadt
DE212			München, Kreisfreie Stadt
DE213			Rosenheim, Kreisfreie Stadt
DE214			Altötting
DE215			Berchtesgadener Land
DE216			Bad Tölz-Wolfratshausen
DE217			Dachau

Code	NUTS 1	NUTS 2	NUTS 3
DE218			Ebersberg
DE219			Eichstätt
DE21A			Erding
DE21B			Freising
DE21C			Fürstenfeldbruck
DE21D			Garmisch-Partenkirchen
DE21E			Landsberg a. Lech
DE21F			Miesbach
DE21G			Mühlendorf a. Inn
DE21H			München, Landkreis
DE21I			Neuburg-Schrobenhausen
DE21J			Pfaffenhofen a. d. Ilm
DE21K			Rosenheim, Landkreis
DE21L			Starnberg
DE21M			Traunstein
DE21N			Weilheim-Schongau
DE22		Niederbayern	
DE221			Landshut, Kreisfreie Stadt
DE222			Passau, Kreisfreie Stadt
DE223			Straubing, Kreisfreie Stadt
DE224			Deggendorf
DE225			Freyung-Grafenau
DE226			Kelheim
DE227			Landshut, Landkreis
DE228			Passau, Landkreis
DE229			Regen
DE22A			Rottal-Inn
DE22B			Straubing-Bogen
DE22C			Dingolfing-Landau
DE23		Oberpfalz	
DE231			Amberg, Kreisfreie Stadt
DE232			Regensburg, Kreisfreie Stadt
DE233			Weiden i. d. OPf., Kreisfreie Stadt
DE234			Amberg-Sulzbach
DE235			Cham
DE236			Neumarkt i. d. OPf.
DE237			Neustadt a. d. Waldnaab
DE238			Regensburg, Landkreis
DE239			Schwandorf
DE23A			Tirschenreuth
DE24		Oberfranken	
DE241			Bamberg, Kreisfreie Stadt
DE242			Bayreuth, Kreisfreie Stadt
DE243			Coburg, Kreisfreie Stadt
DE244			Hof, Kreisfreie Stadt
DE245			Bamberg, Landkreis
DE246			Bayreuth, Landkreis
DE247			Coburg, Landkreis
DE248			Forchheim
DE249			Hof, Landkreis
DE24A			Kronach

Code	NUTS 1	NUTS 2	NUTS 3
DE24B		Mittelfranken	Kulmbach
DE24C			Lichtenfels
DE24D			Wunsiedel i. Fichtelgebirge
DE25			
DE251			Ansbach, Kreisfreie Stadt
DE252			Erlangen, Kreisfreie Stadt
DE253			Fürth, Kreisfreie Stadt
DE254			Nürnberg, Kreisfreie Stadt
DE255			Schwabach, Kreisfreie Stadt
DE256			Ansbach, Landkreis
DE257			Erlangen-Höchstadt
DE258			Fürth, Landkreis
DE259			Nürnberger Land
DE25A			Neustadt a. d. Aisch-Bad Windsheim
DE25B		Unterfranken	Roth
DE25C			Weißenburg-Gunzenhausen
DE26			
DE261			Aschaffenburg, Kreisfreie Stadt
DE262			Schweinfurt, Kreisfreie Stadt
DE263			Würzburg, Kreisfreie Stadt
DE264			Aschaffenburg, Landkreis
DE265			Bad Kissingen
DE266			Rhön-Grabfeld
DE267			Haßberge
DE268			Kitzingen
DE269			Miltenberg
DE26A			Main-Spessart
DE26B			Schweinfurt, Landkreis
DE26C		Schwaben	Würzburg, Landkreis
DE27			
DE271			Augsburg, Kreisfreie Stadt
DE272			Kaufbeuren, Kreisfreie Stadt
DE273			Kempten (Allgäu), Kreisfreie Stadt
DE274			Memmingen, Kreisfreie Stadt
DE275			Aichach-Friedberg
DE276			Augsburg, Landkreis
DE277			Dillingen a. d. Donau
DE278			Günzburg
DE279			Neu-Ulm
DE27A			Lindau (Bodensee)
DE27B			Ostallgäu
DE27C			Unterallgäu
DE27D			Donau-Ries
DE27E			Oberallgäu
DE3	BERLIN	Berlin	
DE30			
DE300			Berlin

Code	NUTS 1	NUTS 2	NUTS 3
DE4	BRANDENBURG	Brandenburg — Nordost	
DE41			
DE411			<i>Frankfurt (Oder), Kreisfreie Stadt</i>
DE412			<i>Barnim</i>
DE413			<i>Märkisch-Oderland</i>
DE414			<i>Oberhavel</i>
DE415			<i>Oder-Spree</i>
DE416			<i>Ostprignitz-Ruppin</i>
DE417			<i>Prignitz</i>
DE418			<i>Uckermark</i>
DE42		Brandenburg — Südwest	
DE421			<i>Brandenburg an der Havel, Kreisfreie Stadt</i>
DE422			<i>Cottbus, Kreisfreie Stadt</i>
DE423			<i>Potsdam, Kreisfreie Stadt</i>
DE424			<i>Dahme-Spreewald</i>
DE425			<i>Elbe-Elster</i>
DE426			<i>Havelland</i>
DE427			<i>Oberspreewald-Lausitz</i>
DE428			<i>Potsdam-Mittelmark</i>
DE429			<i>Spree-Neiße</i>
DE42A			<i>Teltow-Fläming</i>
DE5	BREMEN	Bremen	
DE50			
DE501	HAMBURG	Hamburg	<i>Bremen, Kreisfreie Stadt</i>
DE502			<i>Bremerhaven, Kreisfreie Stadt</i>
DE6	HAMBURG	Hamburg	
DE60			
DE600	HESSEN	Darmstadt	<i>Hamburg</i>
DE7			
DE71			
DE711			<i>Darmstadt, Kreisfreie Stadt</i>
DE712			<i>Frankfurt am Main, Kreisfreie Stadt</i>
DE713			<i>Offenbach am Main, Kreisfreie Stadt</i>
DE714			<i>Wiesbaden, Kreisfreie Stadt</i>
DE715			<i>Bergstraße</i>
DE716			<i>Darmstadt-Dieburg</i>
DE717			<i>Groß-Gerau</i>
DE718			<i>Hochtaunuskreis</i>
DE719			<i>Main-Kinzig-Kreis</i>
DE71A		Gießen	<i>Main-Taunus-Kreis</i>
DE71B			<i>Odenwaldkreis</i>
DE71C			<i>Offenbach, Landkreis</i>
DE71D			<i>Rheingau-Taunus-Kreis</i>
DE71E			<i>Wetteraukreis</i>
DE72			
DE721			<i>Gießen, Landkreis</i>
DE722			<i>Lahn-Dill-Kreis</i>
DE723			<i>Limburg-Weilburg</i>

Code	NUTS 1	NUTS 2	NUTS 3
DE724	MECKLENBURG-VORPOMMERN	Kassel	Marburg-Biedenkopf
DE725			Vogelsbergkreis
DE73			
DE731			Kassel, Kreisfreie Stadt
DE732			Fulda
DE733			Hersfeld-Rotenburg
DE734			Kassel, Landkreis
DE735			Schwalm-Eder-Kreis
DE736			Waldeck-Frankenberg
DE737			Werra-Meißner-Kreis
DE8		Mecklenburg-Vorpommern	
DE80			
DE801			Greifswald, Kreisfreie Stadt
DE802			Neubrandenburg, Kreisfreie Stadt
DE803			Rostock, Kreisfreie Stadt
DE804			Schwerin, Kreisfreie Stadt
DE805			Stralsund, Kreisfreie Stadt
DE806			Wismar, Kreisfreie Stadt
DE807			Bad Doberan
DE808			Demmin
DE809			Güstrow
DE80A			Ludwigslust
DE80B			Mecklenburg-Strelitz
DE80C			Müritz
DE80D			Nordvorpommern
DE80E			Nordwestmecklenburg
DE80F			Ostvorpommern
DE80G			Parchim
DE80H			Rügen
DE80I			Uecker-Randow
DE9	NIEDERSACHSEN	Braunschweig	
DE91			
DE911			Braunschweig, Kreisfreie Stadt
DE912			Salzgitter, Kreisfreie Stadt
DE913			Wolfsburg, Kreisfreie Stadt
DE914			Gifhorn
DE915			Göttingen
DE916			Goslar
DE917			Helmstedt
DE918			Northeim
DE919			Osterode am Harz
DE91A			Peine
DE91B			Wolfenbüttel
DE92		Hannover	
DE922			Diepholz
DE923			Hameln-Pyrmont
DE925			Hildesheim
DE926			Holzminden
DE927			Nienburg (Weser)

Code	NUTS 1	NUTS 2	NUTS 3
DE928	NORDRHEIN-WESTFALEN	Lüneburg	Schaumburg
DE929			Region Hannover
DE93			
DE931			Celle
DE932			Cuxhaven
DE933			Harburg
DE934			Lüchow-Dannenberg
DE935			Lüneburg, Landkreis
DE936			Osterholz
DE937			Rotenburg (Wümme)
DE938			Soltau-Fallingb.ostel
DE939			Stade
DE93A			Uelzen
DE93B			Verden
DE94		Weser-Ems	
DE941			Delmenhorst, Kreisfreie Stadt
DE942			Emden, Kreisfreie Stadt
DE943			Oldenburg (Oldenburg), Kreisfreie Stadt
DE944			Osnabrück, Kreisfreie Stadt
DE945			Wilhelmshaven, Kreisfreie Stadt
DE946			Ammerland
DE947			Aurich
DE948			Cloppenburg
DE949			Emsland
DE94A			Friesland
DE94B			Grafschaft Bentheim
DE94C			Leer
DE94D			Oldenburg, Landkreis
DE94E			Osnabrück, Landkreis
DE94F			Vechta
DE94G			Wesermarsch
DE94H			Wittmund
DEA		Düsseldorf	
DEA1			
DEA11			Düsseldorf, Kreisfreie Stadt
DEA12			Duisburg, Kreisfreie Stadt
DEA13			Essen, Kreisfreie Stadt
DEA14			Krefeld, Kreisfreie Stadt
DEA15			Mönchengladbach, Kreisfreie Stadt
DEA16			Mülheim an der Ruhr, Kreisfreie Stadt
DEA17			Oberhausen, Kreisfreie Stadt
DEA18			Remscheid, Kreisfreie Stadt
DEA19			Solingen, Kreisfreie Stadt
DEA1A			Wuppertal, Kreisfreie Stadt
DEA1B			Kleve
DEA1C			Mettmann
DEA1D			Neuss
DEA1E			Viersen
DEA1F			Wesel

Code	NUTS 1	NUTS 2	NUTS 3
DEA2	RHEINLAND-PFALZ	Köln	
DEA21			Aachen, Kreisfreie Stadt
DEA22			Bonn, Kreisfreie Stadt
DEA23			Köln, Kreisfreie Stadt
DEA24			Leverkusen, Kreisfreie Stadt
DEA25			Aachen, Kreis
DEA26			Düren
DEA27			Erfkkreis
DEA28			Euskirchen
DEA29			Heinsberg
DEA2A			Oberbergischer Kreis
DEA2B			Rheinisch-Bergischer Kreis
DEA2C			Rhein-Sieg-Kreis
DEA3		Münster	
DEA31			Bottrop, Kreisfreie Stadt
DEA32			Gelsenkirchen, Kreisfreie Stadt
DEA33			Münster, Kreisfreie Stadt
DEA34			Borken
DEA35			Coesfeld
DEA36			Recklinghausen
DEA37			Steinfurt
DEA38			Warendorf
DEA4		Detmold	
DEA41			Bielefeld, Kreisfreie Stadt
DEA42			Gütersloh
DEA43			Herford
DEA44			Höxter
DEA45			Lippe
DEA46			Minden-Lübbecke
DEA47			Paderborn
DEA5		Arnsberg	
DEA51			Bochum, Kreisfreie Stadt
DEA52			Dortmund, Kreisfreie Stadt
DEA53			Hagen, Kreisfreie Stadt
DEA54			Hamm, Kreisfreie Stadt
DEA55			Herne, Kreisfreie Stadt
DEA56			Ennepe-Ruhr-Kreis
DEA57			Hochsauerlandkreis
DEA58			Märkischer Kreis
DEA59			Olpe
DEA5A			Siegen-Wittgenstein
DEA5B			Soest
DEA5C			Unna
DEB			
DEB1		Koblenz	
DEB11			Koblenz, Kreisfreie Stadt
DEB12			Ahrweiler
DEB13			Altenkirchen (Westerwald)
DEB14			Bad Kreuznach
DEB15			Birkenfeld

Code	NUTS 1	NUTS 2	NUTS 3
DEB16		Trier	<i>Cochem-Zell</i>
DEB17			<i>Mayen-Koblenz</i>
DEB18			<i>Neuwied</i>
DEB19			<i>Rhein-Hunsrück-Kreis</i>
DEB1A			<i>Rhein-Lahn-Kreis</i>
DEB1B			<i>Westerwaldkreis</i>
DEB2			
DEB21			<i>Trier, Kreisfreie Stadt</i>
DEB22			<i>Berncastel-Wittlich</i>
DEB23			<i>Bitburg-Prüm</i>
DEB24			<i>Daun</i>
DEB25			<i>Trier-Saarburg</i>
DEB3		Rheinhausen-Pfalz	
DEB31			<i>Frankenthal (Pfalz), Kreisfreie Stadt</i>
DEB32			<i>Kaiserslautern, Kreisfreie Stadt</i>
DEB33			<i>Landau in der Pfalz, Kreisfreie Stadt</i>
DEB34			<i>Ludwigshafen am Rhein, Kreisfreie Stadt</i>
DEB35			<i>Mainz, Kreisfreie Stadt</i>
DEB36			<i>Neustadt an der Weinstraße, Kreisfreie Stadt</i>
DEB37			<i>Pirmasens, Kreisfreie Stadt</i>
DEB38			<i>Speyer, Kreisfreie Stadt</i>
DEB39			<i>Worms, Kreisfreie Stadt</i>
DEB3A			<i>Zweibrücken, Kreisfreie Stadt</i>
DEB3B			<i>Alzey-Worms</i>
DEB3C			<i>Bad Dürkheim</i>
DEB3D			<i>Donnersbergkreis</i>
DEB3E			<i>Germersheim</i>
DEB3F			<i>Kaiserslautern, Landkreis</i>
DEB3G			<i>Kusel</i>
DEB3H			<i>Südliche Weinstraße</i>
DEB3I			<i>Ludwigshafen, Landkreis</i>
DEB3J			<i>Mainz-Bingen</i>
DEB3K			<i>Südwestpfalz</i>
DEC	SAARLAND	Saarland	
DEC0			
DEC01			<i>Stadtverband Saarbrücken</i>
DEC02			<i>Merzig-Wadern</i>
DEC03			<i>Neunkirchen</i>
DEC04			<i>Saarlouis</i>
DEC05			<i>Saarpfalz-Kreis</i>
DEC06			<i>St. Wendel</i>
DED	SACHSEN	Chemnitz	
DED1			
DED11			<i>Chemnitz, Kreisfreie Stadt</i>
DED12			<i>Plauen, Kreisfreie Stadt</i>
DED13			<i>Zwickau, Kreisfreie Stadt</i>
DED14			<i>Annaberg</i>

Code	NUTS 1	NUTS 2	NUTS 3
DED15	SACHSEN-ANHALT	Dresden	<i>Chemnitzer Land</i>
DED16			<i>Freiberg</i>
DED17			<i>Vogtlandkreis</i>
DED18			<i>Mittlerer Erzgebirgskreis</i>
DED19			<i>Mittweida</i>
DED1A			<i>Stollberg</i>
DED1B			<i>Aue-Schwarzenberg</i>
DED1C			<i>Zwickauer Land</i>
DED2			
DED21			<i>Dresden, Kreisfreie Stadt</i>
DED22			<i>Görlitz, Kreisfreie Stadt</i>
DED23			<i>Hoyerswerda, Kreisfreie Stadt</i>
DED24			<i>Bautzen</i>
DED25			<i>Meißen</i>
DED26			<i>Niederschlesischer Oberlausitzkreis</i>
DED27			<i>Riesa-Großenhain</i>
DED29			<i>Sächsische Schweiz</i>
DED28			<i>Löbau-Zittau</i>
DED2A			<i>Weißeritzkreis</i>
DED2B			<i>Kamenz</i>
DED3		Leipzig	
DED31			<i>Leipzig, Kreisfreie Stadt</i>
DED32			<i>Delitzsch</i>
DED33			<i>Döbeln</i>
DED34			<i>Leipziger Land</i>
DED35			<i>Muldentalkreis</i>
DED36			<i>Torgau-Oschatz</i>
DEE		Dessau	
DEE1			
DEE11			<i>Dessau, Kreisfreie Stadt</i>
DEE12			<i>Anhalt-Zerbst</i>
DEE13			<i>Bernburg</i>
DEE14			<i>Bitterfeld</i>
DEE15			<i>Köthen</i>
DEE16			<i>Wittenberg</i>
DEE2		Halle	
DEE21			<i>Halle (Saale), Kreisfreie Stadt</i>
DEE22			<i>Burgenlandkreis</i>
DEE23			<i>Mansfelder Land</i>
DEE24			<i>Merseburg-Querfurt</i>
DEE25			<i>Saalkreis</i>
DEE26			<i>Sangerhausen</i>
DEE27			<i>Weißenfels</i>
DEE3		Magdeburg	
DEE31			<i>Magdeburg, Kreisfreie Stadt</i>
DEE32			<i>Aschersleben-Staßfurt</i>
DEE33			<i>Bördekreis</i>
DEE34			<i>Halberstadt</i>
DEE35			<i>Jerichower Land</i>
DEE36			<i>Ohrekreis</i>
DEE37			<i>Stendal</i>

Code	NUTS 1	NUTS 2	NUTS 3
DEE38	SCHLESWIG-HOLSTEIN	Schleswig-Holstein	Quedlinburg
DEE39			Schönebeck
DEE3A			Wernigerode
DEE3B			Altmarkkreis Salzwedel
DEF			
DEF0			
DEF01			Flensburg, Kreisfreie Stadt
DEF02			Kiel, Kreisfreie Stadt
DEF03			Lübeck, Kreisfreie Stadt
DEF04			Neumünster, Kreisfreie Stadt
DEF05			Dithmarschen
DEF06			Herzogtum Lauenburg
DEF07			Nordfriesland
DEF08			Ostholstein
DEF09			Pinneberg
DEF0A			Plön
DEF0B			Rendsburg-Eckernförde
DEF0C			Schleswig-Flensburg
DEF0D			Segeberg
DEF0E			Steinburg
DEF0F			Stormarn
DEG	THÜRINGEN	Thüringen	
DEG0			
DEG01			Erfurt, Kreisfreie Stadt
DEG02			Gera, Kreisfreie Stadt
DEG03			Jena, Kreisfreie Stadt
DEG04			Suhl, Kreisfreie Stadt
DEG05			Weimar, Kreisfreie Stadt
DEG06			Eichsfeld
DEG07			Nordhausen
DEG09			Unstrut-Hainich-Kreis
DEG0A			Kyffhäuserkreis
DEG0B			Schmalkalden-Meiningen
DEG0C			Gotha
DEG0D			Sömmerda
DEG0E			Hildburghausen
DEG0F			Ilm-Kreis
DEG0G			Weimarer Land
DEG0H			Sonneberg
DEG0I			Saalfeld-Rudolstadt
DEG0J			Saale-Holzland-Kreis
DEG0K			Saale-Orla-Kreis
DEG0L			Greiz
DEG0M			Altenburger Land
DEG0N			Eisenach, Kreisfreie Stadt
DEG0P			Wartburgkreis
DEZ	EXTRA-REGIO	Extra-regio	
DEZZ			
DEZZZ			Extra-regio

Code	NUTS 1	NUTS 2	NUTS 3
GR			ΕΛΛΑΔΑ
GR1	ΒΟΡΕΙΑ ΕΛΛΑΔΑ		
GR11		Ανατολική Μακεδονία, Θράκη	
GR111			Έβρος
GR112			Ξάνθη
GR113			Ροδόπη
GR114			Δράμα
GR115			Καβάλα
GR12		Κεντρική Μακεδονία	
GR121			Ημαθία
GR122			Θεσσαλονίκη
GR123			Κιλκίς
GR124			Πέλλα
GR125			Πιερία
GR126			Σέρρες
GR127			Χαλκιδική
GR13		Δυτική Μακεδονία	
GR131			Γρεσσενά
GR132			Καστοριά
GR133			Κοζάνη
GR134			Φλώρινα
GR14		Θεσσαλία	
GR141			Καρδίτσα
GR142			Λάρισα
GR143			Μαγνησία
GR144			Τρίκαλα
GR2	ΚΕΝΤΡΙΚΗ ΕΛΛΑΔΑ		
GR21		Ήπειρος	
GR211			Άρτα
GR212			Θεσπρωτία
GR213			Ιωάννινα
GR214			Πρέβεζα
GR22		Ιόνια Νησιά	
GR221			Ζάκυνθος
GR222			Κέρκυρα
GR223			Κεφαλληνία
GR224			Λευκάδα
GR23		Δυτική Ελλάδα	
GR231			Αιτωλοακαρνανία
GR232			Αχαΐα
GR233			Ηλεία
GR24		Στερεά Ελλάδα	
GR241			Βοιωτία
GR242			Εύβοια
GR243			Ευρυτανία
GR244			Φθιώτιδα
GR245			Φωκίδα
GR25		Πελοπόννησος	
GR251			Αργολίδα
GR252			Αρκαδία
GR253			Κορινθία
GR254			Λακωνία
GR255			Μεσσηνία

Code	NUTS 1	NUTS 2	NUTS 3
GR3	ΑΤΤΙΚΗ ΝΗΣΙΑ ΑΙΓΑΙΟΥ, ΚΡΗΤΗ 		

Code	NUTS 1	NUTS 2	NUTS 3
ES4	CENTRO (E)	Castilla y León	
ES41			
ES411			Ávila
ES412			Burgos
ES413			León
ES414			Palencia
ES415			Salamanca
ES416			Segovia
ES417			Soria
ES418			Valladolid
ES419			Zamora
ES42		Castilla-La Mancha	
ES421			Albacete
ES422			Ciudad Real
ES423			Cuenca
ES424			Guadalajara
ES425			Toledo
ES43		Extremadura	
ES431			Badajoz
ES432			Cáceres
ES5	ESTE	Cataluña	
ES51			
ES511			Barcelona
ES512			Girona
ES513			Lleida
ES514			Tarragona
ES52		Comunidad Valenciana	
ES521			Alicante/Alacant
ES522			Castellón/Castelló
ES523			Valencia/València
ES53		Illes Balears	
ES530			Illes Balears
ES6	SUR	Andalucía	
ES61			
ES611			Almería
ES612			Cádiz
ES613			Córdoba
ES614			Granada
ES615			Huelva
ES616			Jaén
ES617			Málaga
ES618			Sevilla
ES62		Región de Murcia	
ES620			Murcia
ES63		Ciudad Autónoma de Ceuta	
ES630			Ceuta
ES64		Ciudad Autónoma de Melilla	
ES640			Melilla

Code	NUTS 1	NUTS 2	NUTS 3
ES7	CANARIAS	Canarias	<i>Las Palmas</i> <i>Santa Cruz de Tenerife</i>
ES70			
ES701			
ES702			
ESZ	EXTRA-REGIO	Extra-regio	<i>Extra-regio</i>
ESZZ			
ESZZZ			
FR			FRANCE
FR1	ÎLE DE FRANCE	Île de France	<i>Paris</i> <i>Seine-et-Marne</i> <i>Yvelines</i> <i>Essonne</i> <i>Hauts-de-Seine</i> <i>Seine-Saint-Denis</i> <i>Val-de-Marne</i> <i>Val-d'Oise</i>
FR10			
FR101			
FR102			
FR103			
FR104			
FR105			
FR106			
FR107			
FR108			
FR2	BASSIN PARISIEN	Champagne-Ardenne	<i>Ardennes</i> <i>Aube</i> <i>Marne</i> <i>Haute-Marne</i>
FR21			
FR211			
FR212			
FR213			
FR214		Picardie	<i>Aisne</i> <i>Oise</i> <i>Somme</i>
FR22			
FR221			
FR222			
FR223			
FR23		Haute-Normandie	<i>Eure</i> <i>Seine-Maritime</i>
FR231			
FR232			
FR24		Centre	<i>Cher</i> <i>Eure-et-Loir</i> <i>Indre</i> <i>Indre-et-Loire</i> <i>Loir-et-Cher</i> <i>Loiret</i>
FR241			
FR242			
FR243			
FR244			
FR245			
FR246		Basse-Normandie	<i>Calvados</i> <i>Manche</i> <i>Orne</i>
FR25			
FR251			
FR252			
FR253		Bourgogne	<i>Côte-d'Or</i> <i>Nièvre</i> <i>Saône-et-Loire</i> <i>Yonne</i>
FR26			
FR261			
FR262			
FR263			
FR264			

Code	NUTS 1	NUTS 2	NUTS 3
FR3	NORD-PAS-DE-CALAIS		
FR30		Nord-Pas-de-Calais	
FR301			<i>Nord</i>
FR302			<i>Pas-de-Calais</i>
FR4	EST		
FR41		Lorraine	
FR413			<i>Moselle</i>
FR411			<i>Meurthe-et-Moselle</i>
FR412			<i>Meuse</i>
FR414			<i>Vosges</i>
FR42		Alsace	
FR421			<i>Bas-Rhin</i>
FR422			<i>Haut-Rhin</i>
FR43		Franche-Comté	
FR431			<i>Doubs</i>
FR432			<i>Jura</i>
FR433			<i>Haute-Saône</i>
FR434			<i>Territoire de Belfort</i>
FR5	OUEST		
FR51		Pays de la Loire	
FR511			<i>Loire-Atlantique</i>
FR512			<i>Maine-et-Loire</i>
FR513			<i>Mayenne</i>
FR514			<i>Sarthe</i>
FR515			<i>Vendée</i>
FR52		Bretagne	
FR521			<i>Côtes-d'Armor</i>
FR522			<i>Finistère</i>
FR523			<i>Ille-et-Vilaine</i>
FR524			<i>Morbihan</i>
FR53		Poitou-Charentes	
FR531			<i>Charente</i>
FR532			<i>Charente-Maritime</i>
FR533			<i>Deux-Sèvres</i>
FR534			<i>Vienne</i>
FR6	SUD-OUEST		
FR61		Aquitaine	
FR611			<i>Dordogne</i>
FR612			<i>Gironde</i>
FR613			<i>Landes</i>
FR614			<i>Lot-et-Garonne</i>
FR615			<i>Pyrénées-Atlantiques</i>
FR62		Midi-Pyrénées	
FR621			<i>Ariège</i>
FR622			<i>Aveyron</i>
FR623			<i>Haute-Garonne</i>
FR624			<i>Gers</i>
FR625			<i>Lot</i>
FR626			<i>Hautes-Pyrénées</i>
FR627			<i>Tarn</i>
FR628			<i>Tarn-et-Garonne</i>

Code	NUTS 1	NUTS 2	NUTS 3
FR63	CENTRE-EST	Limousin	
FR631			<i>Corrèze</i>
FR632			<i>Creuse</i>
FR633			<i>Haute-Vienne</i>
FR7			
FR71		Rhône-Alpes	
FR711			<i>Ain</i>
FR712			<i>Ardèche</i>
FR713			<i>Drôme</i>
FR714			<i>Isère</i>
FR715			<i>Loire</i>
FR716			<i>Rhône</i>
FR717			<i>Savoie</i>
FR718			<i>Haute-Savoie</i>
FR72		Auvergne	
FR721			<i>Allier</i>
FR722			<i>Cantal</i>
FR723			<i>Haute-Loire</i>
FR724			<i>Puy-de-Dôme</i>
FR8	MÉDITERRANÉE		
FR81		Languedoc-Roussillon	
FR811			<i>Aude</i>
FR812			<i>Gard</i>
FR813			<i>Hérault</i>
FR814			<i>Lozère</i>
FR815			<i>Pyrénées-Orientales</i>
FR82		Provence-Alpes-Côte d'Azur	
FR821			<i>Alpes-de-Haute-Provence</i>
FR822			<i>Hautes-Alpes</i>
FR823			<i>Alpes-Maritimes</i>
FR824			<i>Bouches-du-Rhône</i>
FR825			<i>Var</i>
FR826			<i>Vauchuse</i>
FR83		Corse	
FR831			<i>Corse-du-Sud</i>
FR832			<i>Haute-Corse</i>
FR9	DÉPARTEMENTS D'OUTRE-MER		
FR91		Guadeloupe	
FR910			<i>Guadeloupe</i>
FR92		Martinique	
FR920			<i>Martinique</i>
FR93		Guyane	
FR930			<i>Guyane</i>
FR94		Réunion	
FR940			<i>Réunion</i>
FRZ	EXTRA-REGIO		
FRZZ		Extra-regio	
FRZZZ			<i>Extra-regio</i>

Code	NUTS 1	NUTS 2	NUTS 3
IE			IRELAND
IE0	IRELAND	Border, Midland and Western	
IE01			<i>Border</i>
IE011			<i>Midland</i>
IE012		Southern and Eastern	<i>West</i>
IE013			
IE02			<i>Dublin</i>
IE021			<i>Mid-East</i>
IE022			<i>Mid-West</i>
IE023			<i>South-East (IRL)</i>
IE024			<i>South-West (IRL)</i>
IE025			
IEZ	EXTRA-REGIO	Extra-regio	
IEZZ			<i>Extra-regio</i>
IEZZZ			
IT			ITALIA
ITC	NORD-OVEST	Piemonte	
ITC1			<i>Torino</i>
ITC11			<i>Vercelli</i>
ITC12			<i>Biella</i>
ITC13			<i>Verbano-Cusio-Ossola</i>
ITC14			<i>Novara</i>
ITC15			<i>Cuneo</i>
ITC16			<i>Asti</i>
ITC17			<i>Alessandria</i>
ITC18			
ITC2		Valle d'Aosta/Vallée d'Aoste	
ITC20			<i>Valle d'Aosta/Vallée d'Aoste</i>
ITC3		Liguria	
ITC31			<i>Imperia</i>
ITC32			<i>Savona</i>
ITC33			<i>Genova</i>
ITC34			<i>La Spezia</i>
ITC4		Lombardia	
ITC41			<i>Varese</i>
ITC42			<i>Como</i>
ITC43			<i>Lecco</i>
ITC44			<i>Sondrio</i>
ITC45			<i>Milano</i>
ITC46			<i>Bergamo</i>
ITC47			<i>Brescia</i>
ITC48			<i>Pavia</i>
ITC49			<i>Lodi</i>
ITC4A			<i>Cremona</i>
ITC4B			<i>Mantova</i>

Code	NUTS 1	NUTS 2	NUTS 3
ITD	NORD-EST	Provincia Autonoma Bolzano/Bozen ⁽³⁾	<i>Bolzano-Bozen</i>
ITD1			
ITD10		Provincia Autonoma Trento ⁽³⁾	<i>Trento</i>
ITD2			
ITD20		Veneto	<i>Verona</i>
ITD3			
ITD31			
ITD32			
ITD33			
ITD34			
ITD35			
ITD36			
ITD37			
ITD4		Friuli-Venezia Giulia	<i>Pordenone</i>
ITD41			
ITD42			
ITD43			
ITD44			
ITD5		Emilia-Romagna	<i>Trieste</i>
ITD51			
ITD52			
ITD53			
ITD54			
ITD55			
ITD56			
ITD57			
ITD58			
ITD59			
ITE	CENTRO (I)	Toscana	<i>Massa-Carrara</i>
ITE1			
ITE11			
ITE12			
ITE13			
ITE14			
ITE15			
ITE16			
ITE17			
ITE18			
ITE19		Umbria	<i>Grosseto</i>
ITE1A			
ITE2			
ITE21			
ITE22			
ITE3		Marche	<i>Perugia</i>
ITE31			
ITE32			
ITE33			
ITE34			

⁽³⁾ The Provincia Autonoma Bolzano/Bozen and the Provincia Autonoma Trento make up the region Trentino-Alto Adige/Südtirol.

Code	NUTS 1	NUTS 2	NUTS 3
ITE4	SUD	Lazio	
ITE41			Viterbo
ITE42			Rieti
ITE43			Roma
ITE44			Latina
ITE45			Frosinone
ITF			
ITF1		Abruzzo	
ITF11			L'Aquila
ITF12			Teramo
ITF13			Pescara
ITF14			Chieti
ITF2		Molise	
ITF21			Isernia
ITF22			Campobasso
ITF3		Campania	
ITF31			Caserta
ITF32			Benevento
ITF33			Napoli
ITF34			Avellino
ITF35			Salerno
ITF4		Puglia	
ITF41			Foggia
ITF42			Bari
ITF43			Taranto
ITF44			Brindisi
ITF45			Lecce
ITF5		Basilicata	
ITF51			Potenza
ITF52			Matera
ITF6		Calabria	
ITF61			Cosenza
ITF62			Crotone
ITF63			Catanzaro
ITF64			Vibo Valentia
ITF65			Reggio di Calabria
ITG	ISOLE		
ITG1		Sicilia	
ITG11			Trapani
ITG12			Palermo
ITG13			Messina
ITG14			Agrigento
ITG15			Caltanissetta
ITG16			Enna
ITG17			Catania
ITG18			Ragusa
ITG19			Siracusa
ITG2		Sardegna	
ITG21			Sassari
ITG22			Nuoro
ITG23			Oristano
ITG24			Cagliari

Code	NUTS 1	NUTS 2	NUTS 3	
NL33	ZUID-NEDERLAND	Zuid-Holland		
NL331			Agglomeratie Leiden en Bollenstreek	
NL332			Agglomeratie 's-Gravenhage	
NL333			Delft en Westland	
NL334			Oost-Zuid-Holland	
NL335			Groot-Rijnmond	
NL336		Zuidoost-Zuid-Holland		
NL34		Zeeland		
NL341			Zeeuwsch-Vlaanderen	
NL342			Overig Zeeland	
NL4		Noord-Brabant		
NL41				
NL411			West-Noord-Brabant	
NL412			Midden-Noord-Brabant	
NL413			Noordoost-Noord-Brabant	
NL414			Zuidoost-Noord-Brabant	
NL42			Limburg (NL)	
NL421				Noord-Limburg
NL422		Midden-Limburg		
NL423		Zuid-Limburg		
NLZ	EXTRA-REGIO			
NLZZ		Extra-regio		
NLZZZ		Extra-regio		
AT	ÖSTÖSTERREICH	Burgenland	ÖSTERREICH	
AT1				
AT11				
AT111			Mittelburgenland	
AT112			Nordburgenland	
AT113			Südburgenland	
AT12		Niederösterreich		
AT121			Mostviertel-Eisenwurzen	
AT122			Niederösterreich-Süd	
AT123			Sankt Pölten	
AT124			Waldviertel	
AT125			Weinviertel	
AT126			Wiener Umland/Nordteil	
AT127			Wiener Umland/Südteil	
AT13		Wien		
AT130			Wien	
AT2	SÜDÖSTERREICH	Kärnten		
AT21				
AT211			Klagenfurt-Villach	
AT212			Oberkärnten	
AT213			Unterkärnten	
AT22		Steiermark		
AT221			Graz	
AT222			Liezen	
AT223			Östliche Obersteiermark	
AT224			Oststeiermark	
AT225	West- und Südsteiermark			
AT226		Westliche Obersteiermark		

Code	NUTS 1	NUTS 2	NUTS 3	
AT3	WESTÖSTERREICH	Oberösterreich		
AT31				
AT311			Innviertel	
AT312			Linz-Wels	
AT313			Mühlviertel	
AT314			Steyr-Kirchdorf	
AT315			Traunviertel	
AT32			Salzburg	
AT321				Lungau
AT322				Pinzgau-Pongau
AT323		Salzburg und Umgebung		
AT33		Tirol		
AT331			Außerfern	
AT332			Innsbruck	
AT333			Osttirol	
AT334		Tiroler Oberland		
AT335		Tiroler Unterland		
AT34		Vorarlberg		
AT341			Bludenz-Bregenzer Wald	
AT342			Rheintal-Bodenseegebiet	
ATZ	EXTRA-REGIO			
ATZZ		Extra-regio		
ATZZZ		Extra-regio		
PT	CONTINENTE	Norte	PORTUGAL	
PT1				
PT11				
PT111			Minho-Lima	
PT112			Cávado	
PT113			Ave	
PT114			Grande Porto	
PT115			Tâmega	
PT116			Entre Douro e Vouga	
PT117			Douro	
PT118			Alto Trás-os-Montes	
PT15			Algarve	
PT150		Algarve		
PT16		Centro (P)		
PT161			Baixo Vouga	
PT162			Baixo Mondego	
PT163			Pinhal Litoral	
PT164			Pinhal Interior Norte	
PT165			Dão-Lafões	
PT166			Pinhal Interior Sul	
PT167			Serra da Estrela	
PT168			Beira Interior Norte	
PT169			Beira Interior Sul	
PT16A			Cova da Beira	
PT16B			Oeste	
PT16C		Médio Tejo		

Code	NUTS 1	NUTS 2	NUTS 3
PT17	REGIÃO AUTÓNOMA DOS AÇORES	Lisboa	
PT171			<i>Grande Lisboa</i>
PT172			<i>Península de Setúbal</i>
PT18		Alentejo	
PT181			<i>Alentejo Litoral</i>
PT182			<i>Alto Alentejo</i>
PT183			<i>Alentejo Central</i>
PT184			<i>Baixo Alentejo</i>
PT185			<i>Lezíria do Tejo</i>
PT2			
PT20		Região Autónoma dos Açores	
PT200			<i>Região Autónoma dos Açores</i>
PT3			
PT30		Região Autónoma da Madeira	
PT300			<i>Região Autónoma da Madeira</i>
PTZ			
PTZZ		Extra-regio	
PTZZZ			<i>Extra-regio</i>
FI	MANNER-SUOMI		SUOMI/FINLAND
FI1		Itä-Suomi	
FI13			
FI131			<i>Etelä-Savo</i>
FI132			<i>Pohjois-Savo</i>
FI133			<i>Pohjois-Karjala</i>
FI134			<i>Kainuu</i>
FI18		Etelä-Suomi	
FI181			<i>Uusimaa</i>
FI182			<i>Itä-Uusimaa</i>
FI183			<i>Varsinais-Suomi</i>
FI184			<i>Kanta-Häme</i>
FI185			<i>Päijät-Häme</i>
FI186			<i>Kymenlaakso</i>
FI187			<i>Etelä-Karjala</i>
FI19		Länsi-Suomi	
FI191			<i>Satakunta</i>
FI192			<i>Pirkanmaa</i>
FI193			<i>Keski-Suomi</i>
FI194			<i>Etelä-Pohjanmaa</i>
FI195			<i>Pohjanmaa</i>
FI1A		Pohjois-Suomi	
FI1A1			<i>Keski-Pohjanmaa</i>
FI1A2			<i>Pohjois-Pohjanmaa</i>
FI1A3			<i>Lappi</i>
FI2	ÅLAND		
FI20		Åland	
FI200			<i>Åland</i>
FIZ			
FIZZ		Extra-regio	
FIZZZ	EXTRA-REGIO		<i>Extra-regio</i>

Code	NUTS 1	NUTS 2	NUTS 3
SE			SVERIGE
SE0	SVERIGE		
SE01		Stockholm	
SE010			<i>Stockholms län</i>
SE02		Östra Mellansverige	
SE021			<i>Uppsala län</i>
SE022			<i>Södermanlands län</i>
SE023			<i>Östergötlands län</i>
SE024			<i>Örebro län</i>
SE025			<i>Västmanlands län</i>
SE04		Sydsverige	
SE041			<i>Blekinge län</i>
SE044			<i>Skåne län</i>
SE06		Norra Mellansverige	
SE061			<i>Värmlands län</i>
SE062			<i>Dalarnas län</i>
SE063			<i>Gävleborgs län</i>
SE07		Mellersta Norrland	
SE071			<i>Västernorrlands län</i>
SE072			<i>Jämtlands län</i>
SE08		Övre Norrland	
SE081			<i>Västerbottens län</i>
SE082			<i>Norrbottnens län</i>
SE09		Småland med öarna	
SE091			<i>Jönköpings län</i>
SE092			<i>Kronobergs län</i>
SE093			<i>Kalmar län</i>
SE094			<i>Gotlands län</i>
SE0A		Västsverige	
SE0A1			<i>Hallands län</i>
SE0A2			<i>Västra Götalands län</i>
SEZ	EXTRA-REGIO		
SEZZ		Extra-regio	
SEZZZ			<i>Extra-regio</i>
UK			UNITED KINGDOM
UKC	NORTH EAST		
UKC1		Tees Valley and Durham	
UKC11			<i>Hartlepool and Stockton-on-Tees</i>
UKC12			<i>South Teesside</i>
UKC13			<i>Darlington</i>
UKC14			<i>Durham CC</i>
UKC2		Northumberland and Tyne and Wear	
UKC21			<i>Northumberland</i>
UKC22			<i>Tyneside</i>
UKC23			<i>Sunderland</i>
UKD	NORTH WEST		
UKD1		Cumbria	
UKD11			<i>West Cumbria</i>
UKD12			<i>East Cumbria</i>

Code	NUTS 1	NUTS 2	NUTS 3
UKD2	YORKSHIRE AND THE HUMBER	Cheshire	
UKD21			<i>Halton and Warrington</i>
UKD22			<i>Cheshire CC</i>
UKD3		Greater Manchester	
UKD31			<i>Greater Manchester South</i>
UKD32			<i>Greater Manchester North</i>
UKD4		Lancashire	
UKD41			<i>Blackburn with Darwen</i>
UKD42			<i>Blackpool</i>
UKD43			<i>Lancashire CC</i>
UKD5		Merseyside	
UKD51			<i>East Merseyside</i>
UKD52			<i>Liverpool</i>
UKD53			<i>Sefton</i>
UKD54			<i>Wirral</i>
UKE			
UKE1		East Riding and North Lincolnshire	
UKE11			<i>Kingston upon Hull, City of</i>
UKE12			<i>East Riding of Yorkshire</i>
UKE13			<i>North and North East Lincolnshire</i>
UKE2		North Yorkshire	
UKE21			<i>York</i>
UKE22			<i>North Yorkshire CC</i>
UKE3		South Yorkshire	
UKE31			<i>Barnsley, Doncaster and Rotherham</i>
UKE32			<i>Sheffield</i>
UKE4		West Yorkshire	
UKE41			<i>Bradford</i>
UKE42			<i>Leeds</i>
UKE43			<i>Calderdale, Kirklees and Wakefield</i>
UKF	EAST MIDLANDS		
UKF1		Derbyshire and Nottinghamshire	
UKF11			<i>Derby</i>
UKF12			<i>East Derbyshire</i>
UKF13			<i>South and West Derbyshire</i>
UKF14			<i>Nottingham</i>
UKF15			<i>North Nottinghamshire</i>
UKF16			<i>South Nottinghamshire</i>
UKF2		Leicestershire, Rutland and Northamptonshire	
UKF21			<i>Leicester</i>
UKF22			<i>Leicestershire CC and Rutland</i>
UKF23			<i>Northamptonshire</i>
UKF3		Lincolnshire	
UKF30			<i>Lincolnshire</i>

Code	NUTS 1	NUTS 2	NUTS 3
UKG	WEST MIDLANDS	Herefordshire, Worcestershire and Warwickshire	
UKG1			
UKG11			<i>Herefordshire, County of</i>
UKG12			<i>Worcestershire</i>
UKG13			<i>Warwickshire</i>
UKG2		Shropshire and Staffordshire	
UKG21			<i>Telford and Wrekin</i>
UKG22			<i>Shropshire CC</i>
UKG23			<i>Stoke-on-Trent</i>
UKG24			<i>Staffordshire CC</i>
UKG3		West Midlands	
UKG31			<i>Birmingham</i>
UKG32			<i>Solihull</i>
UKG33			<i>Coventry</i>
UKG34			<i>Dudley and Sandwell</i>
UKG35			<i>Walsall and Wolverhampton</i>
UKH			
UKH1	EAST OF ENGLAND	East Anglia	
UKH11			<i>Peterborough</i>
UKH12			<i>Cambridgeshire CC</i>
UKH13			<i>Norfolk</i>
UKH14			<i>Suffolk</i>
UKH2		Bedfordshire and Hertfordshire	
UKH21			<i>Luton</i>
UKH22			<i>Bedfordshire CC</i>
UKH23			<i>Hertfordshire</i>
UKH3		Essex	
UKH31			<i>Southend-on-Sea</i>
UKH32			<i>Thurrock</i>
UKH33			<i>Essex CC</i>
UKI	LONDON	Inner London	
UKI1			
UKI11			<i>Inner London — West</i>
UKI12			<i>Inner London — East</i>
UKI2		Outer London	
UKI21			<i>Outer London — East and North East</i>
UKI22			<i>Outer London — South</i>
UKI23			<i>Outer London — West and North West</i>
UKJ	SOUTH EAST	Berkshire, Buckinghamshire and Oxfordshire	
UKJ1			
UKJ11			<i>Berkshire</i>
UKJ12			<i>Milton Keynes</i>
UKJ13			<i>Buckinghamshire CC</i>
UKJ14			<i>Oxfordshire</i>
UKJ2		Surrey, East and West Sussex	
UKJ21			<i>Brighton and Hove</i>
UKJ22			<i>East Sussex CC</i>

Code	NUTS 1	NUTS 2	NUTS 3
UKJ23	SOUTH WEST	Hampshire and Isle of Wight	Surrey
UKJ24			West Sussex
UKJ3			
UKJ31			Portsmouth
UKJ32			Southampton
UKJ33			Hampshire CC
UKJ34			Isle of Wight
UKJ4		Kent	
UKJ41			Medway
UKJ42			Kent CC
UKK		Gloucestershire, Wiltshire and North Somerset	
UKK1			
UKK11			Bristol, City of
UKK12			North and North East Somerset, South Gloucestershire
UKK13			Gloucestershire
UKK14			Swindon
UKK15			Wiltshire CC
UKK2		Dorset and Somerset	
UKK21			Bournemouth and Poole
UKK22			Dorset CC
UKK23			Somerset
UKK3		Cornwall and Isles of Scilly	
UKK30			Cornwall and Isles of Scilly
UKK4		Devon	
UKK41			Plymouth
UKK42			Torbay
UKK43			Devon CC
UKL	WALES	West Wales and The Valleys	
UKL1			
UKL11			Isle of Anglesey
UKL12			Gwynedd
UKL13			Conwy and Denbighshire
UKL14			South West Wales
UKL15			Central Valleys
UKL16			Gwent Valleys
UKL17			Bridgend and Neath Port Talbot
UKL18			Swansea
UKL2		East Wales	
UKL21			Monmouthshire and Newport
UKL22			Cardiff and Vale of Glamorgan
UKL23			Flintshire and Wrexham
UKL24			Powys
UKM		North Eastern Scotland	
UKM1			
UKM10			Aberdeen City, Aberdeenshire and North East Moray
UKM2	SCOTLAND	Eastern Scotland	
UKM21			Angus and Dundee City
UKM22			Clackmannanshire and Fife
UKM23			East Lothian and Midlothian

Code	NUTS 1	NUTS 2	NUTS 3
UKM24	NORTHERN IRELAND	South Western Scotland	<i>Scottish Borders, The</i>
UKM25			<i>Edinburgh, City of</i>
UKM26			<i>Falkirk</i>
UKM27			<i>Perth and Kinross and Stirling</i>
UKM28			<i>West Lothian</i>
UKM3			
UKM31			<i>East and West Dunbartonshire, Helensburgh and Lomond</i>
UKM32			<i>Dumfries and Galloway</i>
UKM33			<i>East Ayrshire and North Ayrshire Mainland</i>
UKM34			<i>Glasgow City</i>
UKM35			<i>Inverclyde, East Renfrewshire and Renfrewshire</i>
UKM36			<i>North Lanarkshire</i>
UKM37			<i>South Ayrshire</i>
UKM38			<i>South Lanarkshire</i>
UKM4		Highlands and Islands	
UKM41			<i>Caithness and Sutherland and Ross and Cromarty</i>
UKM42			<i>Inverness and Nairn and Moray, Badenoch and Strathspey</i>
UKM43			<i>Lochaber, Skye and Lochalsh and Argyll and the Islands</i>
UKM44			<i>Eilean Siar (Western Isles)</i>
UKM45			<i>Orkney Islands</i>
UKM46			<i>Shetland Islands</i>
UKN		Northern Ireland	
UKN0			
UKN01			<i>Belfast</i>
UKN02			<i>Outer Belfast</i>
UKN03			<i>East of Northern Ireland</i>
UKN04			<i>North of Northern Ireland</i>
UKN05			<i>West and South of Northern Ireland</i>
UKZ	EXTRA-REGIO	Extra-regio	
UKZZ			
UKZZZ			<i>Extra-regio</i>

*ANNEX II***EXISTING ADMINISTRATIVE UNITS**

At NUTS level 1 for Belgium 'Gewesten/Régions', for Germany 'Länder', for Portugal 'Continente', Região dos Açores and Região da Madeira, and for United Kingdom, 'Scotland, Wales, Northern Ireland and the Government Office Regions of England'.

At NUTS level 2 for Belgium 'Provinces/Provinces', for Germany 'Regierungsbezirke', for Greece 'periferies', for Spain 'comunidades y ciudades autonomas', for France 'régions', for Ireland 'regions', for Italy 'regioni', for the Netherlands 'provincies' and for Austria 'Länder'.

At NUTS level 3 for Belgium 'arrondissementen/arrondissements', for Denmark 'Amtskommuner', for Germany 'Kreise/kreisfreie Städte', for Greece 'nomoi', for Spain 'provincias', for France 'départements', for Ireland 'regional authority regions', for Italy 'provincia', for Sweden 'län' and for Finland 'maakunnat/landskapen'.

*ANNEX III***SMALLER ADMINISTRATIVE UNITS**

For Belgium 'Gemeenten/Communes', for Denmark 'Kommuner', for Germany 'Gemeinden', for Greece 'Demoi/Koinotites', for Spain 'Municipios', for France 'Communes', for Ireland 'counties or county boroughs', for Italy 'Comuni', for Luxembourg 'Communes', for the Netherlands 'Gemeenten', for Austria 'Gemeinden', for Portugal 'Freguesias', for Finland 'Kunnat/Kommuner', for Sweden 'Kommuner' and for the United Kingdom 'Wards'.

STATEMENT OF THE COUNCIL'S REASONS

I. INTRODUCTION

On 14 February 2001 the Commission adopted the proposal ⁽¹⁾ for a Regulation of the European Parliament and of the Council on the establishment of a common classification of territorial units for statistics (NUTS).

The proposed Regulation is based on Article 285 of the EC Treaty and is in accordance with the Article 251 procedure (codecision with the European Parliament).

The European Parliament completed its first reading and delivered an opinion ⁽²⁾ on 24 October 2001.

The Economic and Social Committee delivered an opinion ⁽³⁾ on 11 July 2001.

The Committee of the Regions delivered an opinion ⁽⁴⁾ on 15 November 2001.

On 9 December 2002 the Council adopted its Common Position as set out in document 14052/02 ECO 336 UD 111 CODEC 1406.

II. OBJECTIVE

This proposal provides a legal framework for the geographical division of the territory on which statistical data are gathered, as opposed to the current method of settling this matter via negotiations between the Member States and Eurostat, the Statistical Office of the European Communities.

III. ANALYSIS OF THE COMMON POSITION AS SET OUT IN DOCUMENT 14052/02 ECO 336 UD 111 CODEC 1406

1. General

In the Common Position the Council:

- incorporated all the amendments of the European Parliament,
- modified the wording to clarify the meaning of the legal text,
- added a recital on the territorial scope of application of the Regulation (recital 12),
- modified Article 7 as regards the Committee procedure in accordance with the standard legal text used in these cases,
- sought to provide guidelines (Article 5(2)) and timetables related to the way of dealing with either administrative reorganisation in a territorial unit of a Member State or with population transfers between territorial units.

2. European Parliament amendments

The Council accepted all Parliament's amendments on substance, although the exact wording was not followed in each case.

⁽¹⁾ OJ C 180 E, 26.6.2001, p. 108.

⁽²⁾ OJ C 112 E, 9.5.2002, p. 175.

⁽³⁾ OJ C 260, 17.9.2001, p. 57.

⁽⁴⁾ OJ C 107, 3.5.2002, p. 54.

2.1. The following EP amendments have been accepted and integrated into the Council text (document 14052/02 ECO 336 UD 111 CODEC 1406):

Amendment 1 — recital 5

This amendment introduces the possibility to expand the current NUTS classification by including a NUTS level 4. Additionally, the current wording of this recital now explicitly states that the Member States are free to add further levels of NUTS details.

Amendment 2 — recital 9 (now recital 10)

This amendment added further considerations to recital 9.

Amendment 3 — recital 9a (now recital 11)

This amendment indicates that reference must be made to the definition of 'population'.

Amendment 4 — Article 2

Article 2 has been changed in accordance with this amendment, which suppresses the notion of region and clarifies the text.

Amendment 5 — Article 3(2a) (now Article 3(3))

This amendment adds the definition of population of a territorial unit.

Amendment 6 — Article 3(4), third subparagraph (now in Article 3(5), third subparagraph)

This amendment, on the distinctive features of the islands and of the outermost regions, is now added to a slightly redrafted text.

Amendment 9 — New Article 7a (now new Article 8)

This amendment provides that the Commission is to report to the European Parliament and to the Council on the implementation of this Regulation three years after its entry into force.

Amendment 10 — Annex I, NUTS codes for Ceuta and Melilla

This amendment modifies the NUTS codes for the autonomous communities of Ceuta and Melilla, because of their special status, equal to other Spanish autonomous communities.

Amendment 11 — Annex II, denomination of administrative units for Finland

This amendment adds the correct denomination ('maakunnat') for administrative units in Finland.

2.2. The following EP amendments were introduced with modifications to the suggested wording:

Amendment 7 — Article 4(1a) (now Article 2(5))

This amendment introduced the obligation of the Commission to verify whether the introduction of a new hierarchical NUTS level 4 is deemed desirable, after two years from entry into force of this Regulation.

The Council text respects the spirit of the amendment and develops it even further by setting out the possibility to introduce NUTS hierarchical levels even below level 4.

Amendment 8 — Article 5(5)

This amendment provides a method to determine the length of the time series after a change to the NUTS classification. The Council text respects the spirit of the amendment, but it was felt that the term 'historical' ought to be removed from 'historical time series', not to limit the time series which would be supplied to a very narrow class of statistical data.

3. New elements contained in the Common Position as compared with the Commission proposal*Recital 2 — classifications other than NUTS*

This new recital clarifies that further or other subdivisions may be used by the Member States.

Recital 16 — statistical framework

This new recital defines a statistical framework by referring to the Regulation (EC) No 322/97 on Community statistics.

Article 2(5) — further subdivisions of NUTS level 3

This new paragraph introduces the possibility of Member States to avail themselves of further hierarchical levels of detail.

Article 3(2) — classification rules for a whole Member State

The paragraph has introduced the old Article 3(6), and the rule for classifying a whole Member State is now made according to the minimum threshold and no longer according to the maximum threshold.

Article 5 — Amendments to the NUTS classification

The substantial redrafting of this Article defines more clearly the events which may cause an amendment of the NUTS classification and the procedure to follow to amend it.

Annex I — Amended NUTS codes for Portugal, Germany and Finland

Codes for some territorial units in Portugal and Germany were either amended or introduced, to conform to the current internal administrative subdivisions in the respective countries. The revised NUTS 2 classification of Finland was confirmed by the Commission at the Council Working Party on 16 April 2002.

IV. CONCLUSION

The Common Position provides both a comprehensive, legally secure framework for the production of Community statistical data and procedures to amend the NUTS classification when certain events may require it, thus reducing the need for further legislation in this area.
