

Official Journal

of the European Communities

ISSN 0378-6978

L 202

Volume 43

10 August 2000

English edition

Legislation

Contents

I Acts whose publication is obligatory

- ★ **Decision No 1753/2000/EC of the European Parliament and of the Council of 22 June 2000 establishing a scheme to monitor the average specific emissions of CO₂ from new passenger cars** 1
- Commission Regulation (EC) No 1754/2000 of 9 August 2000 establishing the standard import values for determining the entry price of certain fruit and vegetables 14
- Commission Regulation (EC) No 1755/2000 of 9 August 2000 fixing the maximum export refund for white sugar for the second partial invitation to tender issued within the framework of the standing invitation to tender provided for in Regulation (EC) No 1531/2000 16
- Commission Regulation (EC) No 1756/2000 of 9 August 2000 fixing the representative prices and the additional import duties for molasses in the sugar sector 17
- Commission Regulation (EC) No 1757/2000 of 9 August 2000 altering the export refunds on white sugar and raw sugar exported in the natural state 19
- ★ **Commission Decision No 1758/2000/ECSC of 9 August 2000 imposing a definitive anti-dumping duty on imports of certain hot-rolled flat products of non-alloy steel originating in the People's Republic of China, India and Romania, accepting an undertaking with regard to India and Romania and collecting definitively the provisional duties imposed** 21
- Commission Regulation (EC) No 1759/2000 of 9 August 2000 on the issue of import licences for high-quality fresh, chilled or frozen beef and veal 31

Corrigenda

- ★ **Corrigendum to Commission Regulation (EC) No 1477/2000 of 10 July 2000 laying down the reduced agricultural components and additional duties applicable from 1 July 2000 to the importation into the Community of goods covered by Council Regulation (EC) No 3448/93 under Europe Agreements (OJ L 171 of 11.7.2000)** 32

I

(Acts whose publication is obligatory)

**DECISION No 1753/2000/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL
of 22 June 2000
establishing a scheme to monitor the average specific emissions of CO₂ from new passenger cars**

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⁾,

After consulting the committee of the Regions,

Acting in accordance with the procedure laid down in Article 251 of the Treaty ⁽³⁾, and in the light of the joint text approved by the Conciliation Committee on 9 March 2000,

Whereas:

- (1) The ultimate objective of the UN Framework Convention on Climate Change is to achieve stabilisation of greenhouse gas concentrations in the atmosphere at a level such as to avoid the risk of dangerous anthropogenic interference with the climate system. The Kyoto Protocol to that Framework Convention agreed at the December 1997 Kyoto Conference makes provision for a reduction in the level of greenhouse gas concentrations.
- (2) Under the Kyoto Protocol, the Community has accepted the target of reducing its emissions during the period 2008 to 2012 in respect of a series of greenhouse gases by 8 % relative to 1990 levels.
- (3) The Kyoto Protocol requires the Parties referred to in Annex I to the Protocol to have made demonstrable progress in achieving their commitments by 2005.

- (4) Decision 93/389/EEC ⁽⁴⁾ established a mechanism to monitor Community emissions of CO₂ and other greenhouse gases.

- (5) In recognition of the importance of passenger cars as a source of CO₂ emissions, the Commission has proposed a Community strategy to reduce CO₂ emissions from passenger cars and to improve fuel economy. In its Conclusions of 25 June 1996 the Council welcomed the Commission's approach.

- (6) The European Parliament and the Council have formulated an objective of 120 g/km (5 litres/100 km for petrol engines and 4,5 litres/100 km for diesel engines) as a mean value for CO₂ emissions in 2005 (2010 at the latest).

- (7) The Commission is in the process of carrying out studies aimed at drawing up, as soon as possible, appropriate proposals on harmonised procedures for measuring the specific CO₂ emissions from vehicles of category N₁ pursuant to Annex II to Council Directive 70/156/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the type-approval of motor vehicles and their trailers ⁽⁵⁾.

- (8) The specific emissions of CO₂ from new passenger cars are measured on a harmonised basis in the Community according to the methodology laid down in Council Directive 80/1268/EEC of 16 December 1980 relating to the carbon dioxide emissions and the fuel consumption of motor vehicles ⁽⁶⁾.

⁽¹⁾ OJ C 231, 23.7.1998, p. 6 and OJ C 83, 25.3.1999, p. 9.

⁽²⁾ OJ C 40, 15.2.1999, p. 8.

⁽³⁾ Opinion of the European Parliament of 17 December 1998 (OJ C 98, 9.4.1999, p. 240), Council Common Position of 23 February 1999 (OJ C 123, 4.5.1999, p. 13) and Decision of the European Parliament of 2 December 1999 (OJ C 194, 11.7.2000, p. 46). Council Decision of 16 May 2000 and Decision of the European Parliament of 17 May 2000.

⁽⁴⁾ Council Decision 93/389/EEC of 24 June 1993 for a monitoring mechanism of Community CO₂ and other greenhouse gas emissions (OJ L 167, 9.7.1993, p. 31).

⁽⁵⁾ OJ L 42, 23.2.1970, p. 1. Directive as last amended by European Parliament and Council Directive 98/91/EC (OJ L 11, 16.1.1999, p. 25).

⁽⁶⁾ OJ L 375, 31.12.1980, p. 36. Directive as last amended by Commission Directive 93/116/EC (OJ L 329, 30.12.1993, p. 39).

- (9) It is necessary to establish objective procedures to monitor the specific emissions of CO₂ from new passenger cars sold throughout the Community in order to verify the effectiveness of the Community strategy, as referred to in the Commission communication of 20 December 1995, as well as the implementation of commitments formally undertaken by car manufacturers' organisations. This Decision will provide such a scheme. The Commission has announced that it will consider as soon as possible the need for a legal framework for the agreements to be entered into in the future with the car manufacturers' organisations including measures to be taken in the event of the failure of such agreements to work.
- (10) For the purpose of this Decision, only official data that is consistent with Directive 70/156/EEC should be collected by the Member States.
- (11) Directive 70/156/EEC provides that manufacturers are to issue a certificate of conformity which must accompany each new passenger car and that Member States are to permit the registration and entry into service of a new passenger car only if it is accompanied by a valid certificate of conformity.
- (12) This Decision is not intended to harmonise national vehicle registration systems but to build on them in order to ensure the compilation of a minimum set of data required to allow the proper functioning of a Community scheme to monitor the average specific emissions of CO₂ from new passenger cars.
- (13) It is desirable to include all new alternatively powered passenger cars which fall within the scope of Directive 70/156/EEC.
- (14) Such a monitoring scheme should only apply to those new passenger cars which are to be registered for the first time in the Community and have not been registered previously elsewhere.
- (15) It is necessary to maintain contacts between the Commission and Member States as regards the control of quality of data in order to assure an adequate implementation of this Decision,

HAVE ADOPTED THIS DECISION:

Article 1

This Decision establishes a scheme to monitor the average specific emissions of CO₂ from new passenger cars registered in the Community. It applies only to those passenger cars which

are being registered in the Community for the first time and have not been registered previously elsewhere.

Article 2

For the purposes of this Decision:

1. 'passenger car' means any motor vehicle of category M₁, as defined in Annex II to Directive 70/156/EEC and which falls within the scope of Directive 80/1268/EEC. It does not include vehicles falling under the scope of Directive 92/61/EEC ⁽¹⁾ and special purpose vehicles as defined in the second indent of Article 4(1)(a) of Directive 70/156/EEC;
2. 'newly registered car' means a passenger car registered for the first time in the Community. It specifically excludes those vehicles which are re-registered in a second Member State or have been registered previously outside the Community;
3. 'certificate of conformity' means the certificate, referred to in Article 6 of Directive 70/156/EEC;
4. 'specific emissions of CO₂' means those of a given passenger car, measured in accordance with Directive 80/1268/EEC and set out in Annex VIII to Directive 70/156/EEC and attached to type-approval documentation;
5. 'manufacturer' means the person or body responsible to the approval authority for all aspects of the type-approval process and for ensuring conformity of production. It is not essential that the person or body is directly involved in all stages of the construction of the vehicle, system, component or separate technical unit which is the subject of the approval process;
6. 'make' means the trade name of the manufacturer and is that which appears on the certificate of conformity and the type-approval documentation;
7. 'maximum net power of new passenger cars' means the maximum engine power stated on the certificate of conformity and the type-approval documentation and measured in accordance with Directive 80/1269/EEC ⁽²⁾;
8. 'mass' means the mass of the car with bodywork in running order as stated in the certificate of conformity and the type-approval documentation, and defined in Section 2.6 of Annex I to Directive 70/156/EEC;
9. 'engine capacity' means the engine capacity as stated on the certificate of conformity and the type-approval documentation;
10. 'fuel type' means the fuel for which the car was originally type-approved and is that which appears on the certificate of conformity and the type-approval documentation;

⁽¹⁾ Council Directive 92/61/EEC of 30 June 1992 relating to the type-approval of two or three-wheel motor vehicles (OJ L 225, 10.8.1992, p. 72). Directive as amended by the 1994 Act of Accession.

⁽²⁾ Council Directive 80/1269/EEC of 16 December 1980 on the approximation of the laws of the Member States relating to the engine power of motor vehicles (OJ L 375, 31.12.1980, p. 46). Directive as last amended by Directive 97/21/EC (OJ L 125, 16.5.1997, p. 31).

11. 'registration file' means an electronic file containing information relating to the registration of an individual passenger car;
12. 'type', 'variant' and 'version' mean the differentiated vehicles of a given make that are declared by the manufacturer, as described in Annex II(B) to Directive 70/156/EEC, and uniquely identified by type, variant and version alphanumeric characters;
13. 'alternatively powered vehicle' means any motor vehicle of category M₁ as defined in Annex II (B) to Directive 70/156/EEC and which does not fall under the scope of Directive 80/1268/EEC;
14. 'type-approval documentation' means the information package containing the information folder, type-approval certificate and test results that are circulated between the national type-approval authorities in accordance with Article 4(5) and (6) of Directive 70/156/EEC.

Article 3

1. For the purposes of establishing the scheme referred to in Article 1, Member States shall collect the information described in Annex I for each car referred to in that Article which is registered in their territory.
2. Member States shall be permitted to take the information referred to in paragraph 1 from either Community type-approval documentation or the certificate of conformity.
3. Member States shall be responsible for the validation and quality of the data that they collect. Member States shall take into consideration the potential sources of error described in Annex II, take steps to minimise those errors and communicate to the Commission an assessment, by statistical analysis or otherwise, of the proportion of incorrect data together with the report referred to in Article 4(4).
4. Member States shall take steps to improve the quality of the data that they collect and, on request by the Commission, shall inform it thereof. On the basis of this information the Commission may, in consultation with the Member State concerned, propose to that Member State measures to further improve the quality of data which the Member State shall consider. On this basis, the Member State shall inform the Commission of the further steps which, if appropriate, it will take to improve the quality of data.

Article 4

1. In each calendar year Member States shall determine the following according to the methods described in Annex III, both by manufacturer and for the total of all manufacturers:

- (a) for each separate fuel type:
 - (i) the total number of newly registered passenger cars, as specified in Annex III(1);
 - (ii) the average specific emissions of CO₂ for newly registered passenger cars, as specified in Annex III(2);
- (b) for each fuel type and for each distinct CO₂ emission category specified in Annex III(3):
 - (i) the number of newly registered passenger cars;
 - (ii) the average specific emissions of CO₂, as specified in Annex III(3), second subparagraph;
- (c) for each fuel type and for each distinct mass category specified in Annex III(4):
 - (i) the number of newly registered passenger cars;
 - (ii) the average specific emissions of CO₂, as specified in Annex III(4), third subparagraph;
 - (iii) the average mass, as specified in Annex III(4), second subparagraph ⁽¹⁾;
- (d) for each fuel type, and for each distinct maximum net power category specified in Annex III(5):
 - (i) the number of newly registered passenger cars;
 - (ii) the average specific emissions of CO₂, as specified in Annex III(5), third subparagraph;
 - (iii) the average maximum net power, as specified in Annex III(5), second subparagraph;
- (e) for each fuel type and for each distinct engine capacity category specified in Annex III(6):
 - (i) the number of newly registered passenger cars;
 - (ii) the average specific emissions of CO₂, as specified in Annex III(6), third subparagraph;
 - (iii) the average engine capacity, as specified in Annex III(6), second subparagraph.

2. In addition, as regards alternatively powered vehicles, Member States shall determine the number of such vehicles which are registered in their territory.

3. If the way in which the mass of vehicles registered in their territory is measured varies, Member States shall inform the Commission thereof.

4. The information referred to in paragraphs 1 and 2 shall be transmitted annually to the Commission by the Member States. The first transmission shall take place no later than 1 July 2001. Subsequent transmissions shall be completed by 1 April for the monitoring data collected in the preceding calendar year. The data shall be transmitted in accordance with the format specified in Annex IV.

5. On request from the Commission, the Member States shall also transmit the full set of data collected pursuant to Article 3.

⁽¹⁾ If the mass of a passenger car, which appears on the type-approved documentation or the certificate of conformity, is given by both a minimum and a maximum figure, Member States shall transmit only the figure which represents the maximum mass for that passenger car.

Article 5

Member States shall designate a competent authority for the collection and communication of the monitoring information and shall inform the Commission thereof no later than six months after the entry into force of this Decision.

Article 6

Member States shall report to the Commission no later than six months after the entry into force of this Decision on how they intend to implement its provisions. On the basis of those reports, the Commission may seek further information or request, in consultation with Member States, that changes be made in the proposed method of implementation.

Article 7

The Commission shall report to the European Parliament and to the Council by 31 December 2002 at the latest on the operation of the monitoring scheme established by this Decision.

Article 8

The data collected under the monitoring system from the year 2003 onward shall serve as the basis for monitoring voluntary obligations to reduce emissions of CO₂ from motor vehicles

agreed between the Commission and the automobile industry and, where necessary, for their revision.

Article 9

For each calendar year, the Commission shall submit to the European Parliament and to the Council a report based on the monitoring data it receives from the Member States.

Article 10

The reports for intermediate target years and the final target years ⁽¹⁾ will indicate whether the reductions are due to technical measures taken by the manufacturers or to other measures such as changes in consumer behaviour.

Article 11

This Decision is addressed to the Member States.

Done at Luxembourg, 22 June 2000.

For the Parliament

The President

N. FONTAINE

For the Council

The President

J. SÓCRATES

⁽¹⁾ Commission recommendation 1999/125/EC (OJ L 40, 13.2.1999, p. 49), Commission recommendation 2000/303/EC (OJ L 100, 20.4.2000, p. 55) and Commission recommendation 2000/304/EC (OJ L 100, 20.4.2000, p. 57).

ANNEX I

Data to be collected and transmitted by the Member States for the purposes of a CO₂ monitoring scheme for new passenger cars

With regard to the operation of a Community-wide scheme to monitor the specific emissions of CO₂ from new passenger cars, Member States will collect a minimum amount of information for each new passenger car that is registered in the Community for the first time. Only fuels and propulsion systems included in Community type-approval legislation are to be considered.

The following data will be collected and stored by the Member States when a new passenger car is registered for the first time in the Community:

- specific emissions of CO₂ (g/km)
 - fuel type (e.g. petrol, diesel)
 - manufacturer
 - mass (kg)
 - maximum net power (kW)
 - engine capacity (cm³).
-

ANNEX II

Data quality and accuracy*1. Introduction*

Manufacturers may differentiate their passenger car types into variants and further still into versions. For any given car the most accurate CO₂ emissions data are those cited for the particular version to which the car belongs. For the purposes of the monitoring scheme Member States should collect, therefore, only 'version-specific' data.

2. Use of type-approval documentation as the source of monitoring data

- (a) Information that is to be used for CO₂/cars monitoring purposes (or to be included in electronic databases for subsequent use in a CO₂/cars monitoring scheme) must be extracted from the official 'information package' accompanying the notification of the granting of type-approval as circulated by the national type-approval authorities in the Member States and as laid down in Directive 70/156/EEC.
- (b) The information package circulated by national type-approval authorities may contain data specific to several different versions. It is important, therefore, that the appropriate data for a new passenger car covered by the provisions of this Decision are correctly identified in the information package. The data for a specific version will, therefore, be selected on the basis of the vehicle's 'type', 'variant' and 'version' numbers as they appear on the certificate of conformity. The certificate of conformity necessarily contains data relating to a specific version of a given car type.

3. Potential sources of error

- (a) Extraction of version specific data from type-approval documentation

There are two important potential sources of error associated with the use of type-approval documentation as the source of monitoring data for the purposes of this Decision. The first may arise in the conversion of data contained in a paper format in the information folder into an electronic format for use in a database of type-approval data. This is most likely to arise from human error. The second concerns the correct extraction of data from electronic databases of type-approval data. Data for the correct version should be identified in such databases by the unique combination of type, variant and version numbers given on the certificate of conformity.

- (b) Transfer of data from the certificate of conformity into an electronic registration file

When data are taken from the certificate of conformity (paper) and entered into an electronic registration file during the registration of a new passenger car there is a risk that incorrect data might be entered. The most likely source is human error.

- (c) Automated transfer of data by the manufacturers to registration authorities

In some Member States manufacturers are asked to transfer data contained in the certificate of conformity to the registration authorities (or directly into registration files) by electronic means. There is of course a possibility that incorrect data are transferred and the systems should, therefore, be validated.

ANNEX III

Methodology for determining the CO₂ monitoring information for new passenger cars

This Annex describes the monitoring information that is to be communicated to the Commission. The monitoring information is to be generated from the raw data collected during the first registration of new passenger cars (described in Annex I) according to the methods described below. The precise format in which this information should be communicated to the Commission is described in Annex IV.

Only fuels and propulsion systems included in Community type-approval legislation are to be considered at the current time. Only information regarding new passenger cars which have not been registered previously within the Community are to be included in this monitoring scheme. Passenger cars which have been registered previously within the Community or elsewhere are specifically excluded from the provisions of this Decision.

1. *Numbers of newly registered passenger cars differentiated by fuel type (N_f)*

For each separate fuel type (e.g. petrol and diesel) Member States will determine the number of new passenger cars which have been registered for the first time within their territory. For each fuel type, f , the number of new passenger cars registered for the first time is represented as N_f .

2. *Average specific CO₂ emissions of newly registered cars of a given fuel type ($S_{f,ave}$)*

The specific CO₂ emission averaged over all newly registered cars of a given fuel type, (designated by $S_{f,ave}$) is calculated from the sum of the specific CO₂ emissions of each individual newly registered car of a particular fuel type, S_f , divided by the number of newly registered cars of the same fuel type, N_f :

$$S_{f,ave} = (1/N_f) \cdot \sum S_f$$

3. *The distribution of CO₂ emissions from new passenger cars*

The number of newly registered passenger cars of each fuel type which fall into each of the following CO₂ emission categories is to be recorded. The CO₂ emission categories are < 60, 60-80, 81-100, 101-120, 121-140, 141-160, 161-180, 181-200, 201-250, 251-300, 301-350, 351-450, > 450 g/km.

In the number of new cars in a given CO₂ emissions category, c , and fuel type, f , is given by $N_{f,c}$, then the average CO₂ emissions of these vehicles $C_{f,c,ave}$, is calculated from the sum of the individual CO₂ emissions $C_{f,c}$, of each new car divided by $N_{f,c}$:

$$C_{f,c,ave} = (1/N_{f,c}) \cdot \sum C_{f,c}$$

4. *The mass distribution of new passenger cars*

For each of the following mass categories, < 650, 650-750, 751-850, 851-950, 951-1 050, 1 051-1 150, 1 151-1 250, 1 251-1 350, 1 351-1 550, 1 551-1 750 and 1 751-2 000, 2 001-2 250, 2 251-2 500, 2 501-2 800 and > 2 800 kg, the number of newly registered passenger cars of a given fuel type, the average mass of these vehicles and also their average specific emissions of CO₂ are to be recorded.

If the number of new cars in a given mass category, m , and fuel type, f , is given by $N_{f,m}$, then the average mass of these vehicles $M_{f,m,ave}$ is calculated from the sum of the individual masses $M_{f,m}$, of each new car divided by $N_{f,m}$:

$$M_{f,m,ave} = (1/N_{f,m}) \cdot \sum M_{f,m}$$

If $S_{f,m}$ is the specific emission of CO₂ of individual cars in a particular mass category and fuel type then, by analogy, the average specific emission of CO₂ of these vehicles is given by:

$$S_{f,m,ave} = (1/N_{f,m}) \cdot \sum S_{f,m}$$

5. *The distribution of maximum net power of newly registered passenger cars*

For each of the following maximum net power categories, < 30, 30-40, 41-50, 51-60, 61-70, 71-80, 81-90, 91-100, 101-110, 111-120, 121-130, 131-140, 141-150, 151-160, 161-170, 171-180, 181-200, 201-250, 251-300, > 300 kW, the number of newly registered passenger cars of a given fuel type, the average maximum net power of these vehicles and also their average specific emissions of CO₂ are to be recorded.

If the number of new cars in a given power range, p , and fuel type, f , is given by $N_{f,p}$, then the average maximum net power of these vehicles $P_{f,p,ave}$ is calculated from the sum of the individual maximum net power values $P_{f,p}$ of each new car divided by $N_{f,p}$:

$$P_{f,p,ave} = (1/N_{f,p}) \cdot \Sigma P_{f,p}$$

If $S_{f,p}$ is the specific emission of CO₂ of individual cars in a particular maximum net power category and fuel type then, by analogy, the average specific emission of CO₂ for these vehicles is given by:

$$S_{f,p,ave} = (1/N_{f,p}) \cdot \Sigma S_{f,p}$$

6. *The distribution of engine capacity of newly registered passenger cars*

For each of the following engine capacity categories, < 700, 700-800, 801-900, 901-1 000, 1 001-1 100, 1 101-1 200, 1 201-1 300, 1 301-1 400, 1 401-1 500, 1 501-1 600, 1 601-1 700, 1 701-1 800, 1 801-1 900, 1 901-2 000, 2 001-2 100, 2 101-2 200, 2 201-2 400, 2 401-2 600, 2 601-2 800, 2 801-3 000, 3 001-3 500, 3 501-4 500, > 4 500 cm³, the number of newly registered passenger cars of a given fuel type, the average engine capacity of these vehicles and also their average specific emissions of CO₂ are to be recorded.

If the number of new cars in a given engine capacity range, c , and fuel type, f , is given by $N_{f,c}$, then the average engine capacity of these vehicles $C_{f,c,ave}$ is calculated from the sum of the individual engine capacities, $C_{f,c}$ of each new car divided by $N_{f,c}$:

$$C_{f,c,ave} = (1/N_{f,c}) \cdot \Sigma C_{f,c}$$

If $S_{f,c}$ is the specific emission of CO₂ of individual cars in a particular engine capacity category and fuel type then, by analogy, the average specific emission of CO₂ for these vehicles is given by:

$$S_{f,c,ave} = (1/N_{f,c}) \cdot \Sigma S_{f,c}$$

ANNEX IV

Format of monitoring information to be transmitted to the Commission

The following outlines the format in which the monitoring information, calculated according to the methodology in Annex III, should be communicated by the Member States to the Commission.

1. *Specific emissions of CO₂ averaged over all newly registered passenger cars of a given fuel-type*

For each different fuel-type Member States will provide the number of newly registered passenger cars and the average specific CO₂ emission of those cars. The data will be presented in tabulated form, as illustrated below, where the CO₂ emissions values are to be given to the nearest whole number.

Fuel type	Number of newly registered passenger cars	Average specific CO ₂ emissions (g/km)
Petrol
Diesel
...	...	

2. *Average specific emissions of CO₂ by manufacturer and fuel type*

The data concerning all newly registered passenger cars are to be grouped by manufacturer and subdivided further by fuel type (e.g. petrol and diesel). For each subgroup Member States will present all average specific emissions of CO₂ and the number of passenger cars on which it is based. The required information is to be transmitted in a tabulated form as shown below. Again the CO₂ emissions values are to be given to the nearest whole number.

Manufacturer	Fuel type	Number of newly registered passenger cars	Average specific CO ₂ emissions (g/km)
...	Petrol
...	Diesel
...	

3. The distribution of CO₂ emissions in the new passenger car fleet

For each different fuel type Member States will provide the number of new passenger cars registered in each distinct CO₂ emission category, by manufacturer and for the total of all manufacturers, according to the following format.

Manufacturer													
Fuel type	Numbers of newly registered passenger cars per CO ₂ emission category (g/km)												
	< 60	60-80	81-100	101-120	121-140	141-160	161-180	181-200	201-250	251-300	301-350	351-450	> 450
Petrol													
Average CO ₂ emission													
Diesel													
Average CO ₂ emission													

Total of all manufacturers

Fuel type	Numbers of newly registered passenger cars per CO ₂ emission category (g/km)												
	< 60	60-80	81-100	101-120	121-140	141-160	161-180	181-200	201-250	251-300	301-350	351-450	> 450
Petrol													
Average CO ₂ emission													
Diesel													
Average CO ₂ emission													

4. The distribution of mass, power and engine capacity of new passenger cars

The vehicle characteristics of mass, power and engine capacity have been divided into classes and aggregated data for each class interval are to be communicated. The data required, by manufacturer and for the total of all manufacturers, concern the average property (mass, power, engine capacity) and the average specific emission of CO₂ for the passenger cars in the class. The values of mass, power and engine capacity and specific emissions of CO₂ are to be reported to the nearest whole number.

[illegible]

	Total of all manufacturers														
fuel-type/parameter	New passenger car mass in kg														
	< 650	650-750	751-850	851-950	951-1 050	1 051-1 150	1 151-1 250	1 251-1 350	1 351-1 550	1 551-1 750	1 751-2 000	2 001-2 250	2 251-2 500	2 501-2 800	> 2 800
Petrol	Number of cars														
	Average mass														
	Average CO ₂ emission														
Diesel	Number of cars														
	Average mass														
	Average CO ₂ emission														

[illegible]

Total of all manufacturers

[illegible]

[illegible][illegible]

COMMISSION REGULATION (EC) No 1754/2000
of 9 August 2000
establishing the standard import values for determining the entry price of certain fruit and vegetables

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to Commission Regulation (EC) No 3223/94 of 21 December 1994 on detailed rules for the application of the import arrangements for fruit and vegetables ⁽¹⁾, as last amended by Regulation (EC) No 1498/98 ⁽²⁾, and in particular Article 4(1) thereof,

Whereas:

- (1) Regulation (EC) No 3223/94 lays down, pursuant to the outcome of the Uruguay Round multilateral trade negotiations, the criteria whereby the Commission fixes the standard values for imports from third countries, in respect of the products and periods stipulated in the Annex thereto.

- (2) In compliance with the above criteria, the standard import values must be fixed at the levels set out in the Annex to this Regulation,

HAS ADOPTED THIS REGULATION:

Article 1

The standard import values referred to in Article 4 of Regulation (EC) No 3223/94 shall be fixed as indicated in the Annex hereto.

Article 2

This Regulation shall enter into force on 10 August 2000.

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

Done at Brussels, 9 August 2000.

For the Commission

Philippe BUSQUIN

Member of the Commission

⁽¹⁾ OJ L 337, 24.12.1994, p. 66.

⁽²⁾ OJ L 198, 15.7.1998, p. 4.

ANNEX

to the Commission Regulation of 9 August 2000 establishing the standard import values for determining the entry price of certain fruit and vegetables

(EUR/100 kg)

CN code	Third country code ⁽¹⁾	Standard import value
0707 00 05	052	95,1
	999	95,1
0709 90 70	052	79,6
	999	79,6
0805 30 10	388	57,0
	524	83,0
	528	71,1
	999	70,4
0806 10 10	052	87,3
	400	190,9
	508	135,1
	600	91,7
	624	197,7
	999	140,5
0808 10 20, 0808 10 50, 0808 10 90	388	82,0
	400	70,0
	508	60,1
	512	75,4
	528	77,8
	800	165,5
	804	73,4
	999	86,3
0808 20 50	052	98,2
	064	63,3
	388	94,4
	512	48,7
	528	74,5
	720	112,9
	804	116,8
	999	87,0
0809 20 95	028	427,1
	052	527,6
	400	189,4
	404	407,2
	616	336,2
	999	377,5
0809 30 10, 0809 30 90	052	127,6
	068	104,9
	999	116,3
0809 40 05	064	55,2
	066	40,2
	093	36,2
	624	150,3
	999	70,5

⁽¹⁾ Country nomenclature as fixed by Commission Regulation (EC) No 2543/1999 (OJ L 307, 2.12.1999, p. 46). Code '999' stands for 'of other origin'.

COMMISSION REGULATION (EC) No 1755/2000**of 9 August 2000****fixing the maximum export refund for white sugar for the second partial invitation to tender issued within the framework of the standing invitation to tender provided for in Regulation (EC) No 1531/2000**

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to Council Regulation (EC) No 2038/1999 of 13 September 1999 on the common organisation of the markets in the sugar sector ⁽¹⁾, as amended by Commission Regulation (EC) No 1527/2000 ⁽²⁾, and in particular the second subparagraph of Article 18(5) thereof,

Whereas:

- (1) Commission Regulation (EC) No 1531/2000 of 13 July 2000 on a standing invitation to tender to determine levies and/or refunds on exports of white sugar ⁽³⁾, requires partial invitations to tender to be issued for the export of this sugar.
- (2) Pursuant to Article 9(1) of Regulation (EC) No 1531/2000 a maximum export refund shall be fixed, as the case may be, account being taken in particular of the state and foreseeable development of the Community

and world markets in sugar, for the partial invitation to tender in question.

- (3) Following an examination of the tenders submitted in response to the second partial invitation to tender, the provisions set out in Article 1 should be adopted.
- (4) The measures provided for in this Regulation are in accordance with the opinion of the Management Committee for Sugar,

HAS ADOPTED THIS REGULATION:

Article 1

For the second partial invitation to tender for white sugar issued pursuant to Regulation (EC) No 1531/2000 the maximum amount of the export refund is fixed at 39,775 EUR/100 kg.

Article 2

This Regulation shall enter into force on 10 August 2000.

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

Done at Brussels, 9 August 2000.

For the Commission

Philippe BUSQUIN

Member of the Commission

⁽¹⁾ OJ L 252, 25.9.1999, p. 1.

⁽²⁾ OJ L 175, 14.7.2000, p. 59.

⁽³⁾ OJ L 175, 14.7.2000, p. 69.

COMMISSION REGULATION (EC) No 1756/2000**of 9 August 2000****fixing the representative prices and the additional import duties for molasses in the sugar sector**

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to Council Regulation (EC) No 2038/1999 of 13 September 1999 on the common organisation of the market in sugar ⁽¹⁾, as amended by Commission Regulation 1527/2000 ⁽²⁾,

Having regard to Commission Regulation (EC) No 1422/95 of 23 June 1995 laying down detailed rules of application for imports of molasses in the sugar sector and amending Regulation (EEC) No 785/68 ⁽³⁾, and in particular Articles 1(2) and 3(1) thereof,

Whereas:

- (1) Regulation (EC) No 1422/95 stipulates that the cif import price for molasses, hereinafter referred to as the 'representative price', should be set in accordance with Commission Regulation (EEC) No 785/68 ⁽⁴⁾. That price should be fixed for the standard quality defined in Article 1 of the above Regulation.
- (2) The representative price for molasses is calculated at the frontier crossing point into the Community, in this case Amsterdam; that price must be based on the most favourable purchasing opportunities on the world market established on the basis of the quotations or prices on that market adjusted for any deviations from the standard quality. The standard quality for molasses is defined in Regulation (EEC) No 785/68.
- (3) When the most favourable purchasing opportunities on the world market are being established, account must be taken of all available information on offers on the world market, on the prices recorded on important third-country markets and on sales concluded in international trade of which the Commission is aware, either directly or through the Member States. Under Article 7 of Regulation (EEC) No 785/68, the Commission may for this purpose take an average of several prices as a basis, provided that this average is representative of actual market trends.
- (4) The information must be disregarded if the goods concerned are not of sound and fair marketable quality or if the price quoted in the offer relates only to a small

quantity that is not representative of the market. Offer prices which can be regarded as not representative of actual market trends must also be disregarded.

- (5) If information on molasses of the standard quality is to be comparable, prices must, depending on the quality of the molasses offered, be increased or reduced in the light of the results achieved by applying Article 6 of Regulation (EEC) No 785/68.
- (6) A representative price may be left unchanged by way of exception for a limited period if the offer price which served as a basis for the previous calculation of the representative price is not available to the Commission and if the offer prices which are available and which appear not to be sufficiently representative of actual market trends would entail sudden and considerable changes in the representative price.
- (7) Where there is a difference between the trigger price for the product in question and the representative price, additional import duties should be fixed under the conditions set out in Article 3 of Regulation (EC) No 1422/95. Should the import duties be suspended pursuant to Article 5 of Regulation (EC) No 1422/95, specific amounts for these duties should be fixed.
- (8) Application of these provisions will have the effect of fixing the representative prices and the additional import duties for the products in question as set out in the Annex to this Regulation.
- (9) The measures provided for in this Regulation are in accordance with the opinion of the Management Committee for Sugar,

HAS ADOPTED THIS REGULATION:

Article 1

The representative prices and the additional duties applying to imports of the products referred to in Article 1 of Regulation (EC) No 1422/95 are fixed in the Annex hereto.

Article 2

This Regulation shall enter into force on 10 August 2000.

⁽¹⁾ OJ L 252, 25.9.1999, p. 1.

⁽²⁾ OJ L 175, 14.7.2000, p. 59.

⁽³⁾ OJ L 141, 24.6.1995, p. 12.

⁽⁴⁾ OJ L 145, 27.6.1968, p. 12.

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

Done at Brussels, 9 August 2000.

For the Commission
Philippe BUSQUIN
Member of the Commission

ANNEX

fixing the representative prices and additional import duties to imports of molasses in the sugar sector

(in EUR)

CN code	Amount of the representative price in 100 kg net of the product in question	Amount of the additional duty in 100 kg net of the product in question	Amount of the duty to be applied to imports in 100 kg net of the product in question because of suspension as referred to in Article 5 of Regulation (EC) No 1422/95 ⁽²⁾
1703 10 00 ⁽¹⁾	8,58	—	0
1703 90 00 ⁽¹⁾	9,40	—	0

⁽¹⁾ For the standard quality as defined in Article 1 of amended Regulation (EEC) No 785/68.

⁽²⁾ This amount replaces, in accordance with Article 5 of Regulation (EC) No 1422/95, the rate of the Common Customs Tariff duty fixed for these products.

COMMISSION REGULATION (EC) No 1757/2000
of 9 August 2000
altering the export refunds on white sugar and raw sugar exported in the natural state

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to Council Regulation (EC) No 2038/1999 of 13 September 1999 on the common organisation of the markets in the sugar sector ⁽¹⁾, as amended by Commission Regulation (EC) No 1527/2000 ⁽²⁾, and in particular the third subparagraph of Article 18(5) thereof,

Whereas:

- (1) The refunds on white sugar and raw sugar exported in the natural state were fixed by Commission Regulation (EC) No 1722/2000 ⁽³⁾, as amended by Regulation (EC) No 1731/2000 ⁽⁴⁾.
- (2) It follows from applying the detailed rules contained in Regulation (EC) No 1722/2000 to the information known to the Commission that the export refunds at

present in force should be altered to the amounts set out in the Annex hereto,

HAS ADOPTED THIS REGULATION:

Article 1

The export refunds on the products listed in Article 1(1)(a) of Regulation (EC) No 2038/1999, undenatured and exported in the natural state, as fixed in the Annex to amended Regulation (EC) No 1722/2000 are hereby altered to the amounts shown in the Annex hereto.

Article 2

This Regulation shall enter into force on 10 August 2000.

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

Done at Brussels, 9 August 2000.

For the Commission

Philippe BUSQUIN

Member of the Commission

⁽¹⁾ OJ L 252, 25.9.1999, p. 1.

⁽²⁾ OJ L 175, 14.7.2000, p. 59.

⁽³⁾ OJ L 197, 3.8.2000, p. 6.

⁽⁴⁾ OJ L 198, 4.8.2000, p. 24.

ANNEX

to the Commission Regulation of 9 August 2000 altering the export refunds on white sugar and raw sugar exported in its unaltered state

Product code	Amount of refund
	— EUR/100 kg —
1701 11 90 9100	33,34 ⁽¹⁾
1701 11 90 9910	30,62 ⁽¹⁾
1701 11 90 9950	⁽²⁾
1701 12 90 9100	33,34 ⁽¹⁾
1701 12 90 9910	30,62 ⁽¹⁾
1701 12 90 9950	⁽²⁾
	— EUR/1 % of sucrose × 100 kg —
1701 91 00 9000	0,3624
	— EUR/100 kg —
1701 99 10 9100	36,24
1701 99 10 9910	36,75
1701 99 10 9950	36,75
	— EUR/1 % of sucrose × 100 kg —
1701 99 90 9100	0,3624

⁽¹⁾ Applicable to raw sugar with a yield of 92 %; if the yield is other than 92 %, the refund applicable is calculated in accordance with the provisions of Article 19 (4) of Regulation (EC) No 2038/1999.

⁽²⁾ Fixing suspended by Commission Regulation (EEC) No 2689/85 (OJ L 255, 26.9.1985, p. 12), as amended by Regulation (EEC) No 3251/85 (OJ L 309, 21.11.1985, p. 14).

COMMISSION DECISION No 1758/2000/ECSC

of 9 August 2000

imposing a definitive anti-dumping duty on imports of certain hot-rolled flat products of non-alloy steel originating in the People's Republic of China, India and Romania, accepting an undertaking with regard to India and Romania and collecting definitively the provisional duties imposed

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Coal and Steel Community,

Having regard to Commission Decision No 2277/96/ECSC of 28 November 1996 on protection against dumped imports from countries not members of the European Coal and Steel Community ⁽¹⁾, as amended by Decision No 1000/1999/ECSC ⁽²⁾, and in particular Articles 8 and 9 thereof,

After consulting the Advisory Committee,

Whereas:

A. PROVISIONAL MEASURES

- (1) The Commission, by Decision No 307/2000/ECSC ⁽³⁾ (the 'provisional Decision') imposed a provisional anti-dumping duty on imports into the Community of certain hot-rolled flat products of non-alloy steel originating in the People's Republic of China, India and Romania and falling within CN codes ex 7208 51 30, ex 7208 51 50, ex 7208 51 91, ex 7208 51 99 and ex 7208 52 91.

B. SUBSEQUENT PROCEDURE

- (2) Following the imposition of the provisional anti-dumping duty, the exporting producers and the complainant made written representations; interested parties which so requested were granted an opportunity to be heard. Parties were informed of the essential facts and considerations on the basis of which it was intended to recommend the imposition of a definitive anti-dumping duty and the definitive collection of amounts secured by way of the provisional duty. They were also granted a period within which to make representations subsequent to this disclosure.
- (3) The oral and written comments submitted by the interested parties were considered and, where appropriate, the definitive findings have been changed accordingly.

C. PRODUCT CONCERNED AND LIKE PRODUCT

- (4) It is recalled that recital 9 of the provisional Decision described the product concerned as flat products of non-alloy steel, not in coils, not further worked than hot-rolled, without patterns in relief, with a thickness of

more than 10 mm and a width of 600 mm or more falling within CN codes ex 7208 51 30 (TARIC code 7208 51 30 10), ex 7208 51 50 (TARIC code 7208 51 50 10), ex 7208 51 91 (TARIC code 7208 51 91 10) and ex 7208 51 99 (TARIC code 7208 51 99 10), or with a thickness of 4,75 mm up to 10 mm and a width of 2 050 mm or more falling within CN code ex 7208 52 91 (TARIC code 7208 52 91 10) and originating in the People's Republic of China, India and Romania.

- (5) In the absence of any new arguments concerning the definition of the product concerned and the like product, the findings set out in recitals 9 to 11 of the provisional Decision are confirmed.

D. DUMPING

1. Normal value

PEOPLE'S REPUBLIC OF CHINA, INDIA AND ROMANIA

Determination of normal value

- (6) Since no comments concerning normal value were presented the findings set out in recitals 12 to 25 of the provisional Decision are confirmed.

2. Export price

PEOPLE'S REPUBLIC OF CHINA, INDIA AND ROMANIA

- (7) Since no comments concerning export price were presented the findings set out in recitals 26 to 29 of the provisional Decision are confirmed.

3. Comparison

- (8) The Romanian exporting producer claimed that the cif price at Community frontier level had not been calculated correctly since undue account had been taken of insurance and ocean freight. Since it was found that this claim was justified, adjustments were made to the export price for these elements in accordance with the evidence obtained.

Since no other comments concerning the comparison were presented the findings set out in recitals 30 and 31 of the provisional Decision are confirmed.

⁽¹⁾ OJ L 308, 29.11.1996, p. 11.

⁽²⁾ OJ L 122, 12.5.1999, p. 35.

⁽³⁾ OJ L 36, 11.2.2000, p. 4.

4. Dumping margins

Methodology

- (9) Several Chinese exporting producers requested more explanation of the Commission's decision not to grant individual treatment. In this respect it should be noted that all of the companies were either wholly or majority State-owned, the independence from State interference could not be guaranteed and there was thus a risk of circumvention of the measures. Therefore, in line with the consistent practice of the Community institutions, it was decided not to grant individual treatment.
- (10) The Chinese exporting producers, representing 74 % of the total exports to the Community registered by Eurostat, objected to the calculation of the dumping margin using a categorisation of the product concerned based on CN codes and requested a more refined methodology, differentiating between different qualities of steel. This request was granted. Each product type exported by the cooperating Chinese exporting producers was, therefore, compared with the Indian normal values of the corresponding product types (also taking into account the quality of steel).
- (11) For the remaining Chinese sales, representing 26 % of total export sales to the Community registered by Eurostat, findings had to be made on the basis of facts available, in accordance with Article 18(1) of the basic Decision. In this case it was found that the most reasonable approach was to use the same methodology as that used to determine the injury elimination margin. Thus the residual dumping margin was determined by using the same product categories and quarters used to determine the residual elimination margin (see recital 59). This approach was considered appropriate since there was no reason to believe that a non-cooperating exporting producer had dumped at a level lower than the cooperating exporting producers. Moreover, parties should not be given a bonus for non-cooperation.

Level of dumping

- (12) Weighted average normal value per product type was compared with the weighted average export price on an ex-works basis and at the same level of trade in accordance with Article 2(11) of Decision No 2277/96/ECSC (the 'basic Decision').
- (13) After revision of the calculations, the dumping margins definitively established, expressed as a percentage of the cif price at Community frontier level, are as follows:

People's Republic of China	55,5 %
India	
— Steel Authority of India Ltd	51,1 %
— Residual	51,1 %
Romania	
— Sidex SA	12,1 %
— Residual	52,6 %

E. INJURY

1. Community industry

- (14) No new information has been submitted with respect to the definition of the Community industry. Therefore, the findings set out at recitals 39 to 44 of the provisional Decision are confirmed.

2. Consumption

- (15) As no new information has been received regarding the data on consumption determined at the provisional stage, the findings set out at recitals 45 and 46 of the provisional Decision are confirmed.

3. Imports from the countries concerned

Cumulation

- (16) Chinese and Romanian exporting producers repeated the arguments made at the provisional stage that the effects of their imports to the Community should not be cumulatively assessed with those of the other countries concerned, without however providing any further information or evidence. The findings set out at recitals 47 and 48 of the provisional Decision in respect of cumulation of dumped imports from the People's Republic of China, India and Romania are therefore confirmed.

Volume and market shares

- (17) As no new information was received regarding volumes and market shares of dumped imports, the findings set out at recital 49 of the provisional Decision are confirmed.

Price undercutting

- (18) Romanian exporters contended that the calculation of price undercutting should be revised as regards the cif Community frontier price calculation and the physical differences between imported Romanian products and the Community industry's products.

Chinese exporting producers also alleged that the importer's margin used by the Commission at the provisional stage was too low. In addition, they requested that price undercutting be calculated taking into account the quality of steel.

cif Community frontier price

- (19) As for the calculation of the dumping margin (see recital 10), the Romanian cif Community frontier import prices were revised to take into account the additional information submitted.

The Chinese request with regard to price undercutting was accepted and the calculations were adjusted in line with the methodology described in recital 59.

Importer's margin

- (20) As regards the importer's margin, 8 % was added, at the preliminary stage, to the cif Community frontier price to cover customs clearance and post importation costs. This amount reflected 4 % importer's profit, and miscellaneous import costs. This amount, as set out in recital 50 of the provisional Decision, was based on information collected from unrelated importers in the course of the investigation.

In claiming that the above margin was too low, the Chinese exporting producers relied on information provided by two unrelated importers that had not cooperated in the investigation and had made themselves known at a very late stage in the proceeding. As, therefore, the Commission was not in a position to verify the information supplied, which in any event referred to the period following the investigation period (the 'IP'), the conclusions reached in recital 50 of the provisional Decision are confirmed.

Adjustment for physical differences

- (21) An adjustment was requested by the Romanian exporting producer to take into account alleged physical differences between Romanian and Community products. Analysis of the evidence available, however, does not justify an adjustment, as in fact both Romanian and Community products conform to international standards. There are therefore no grounds for granting any adjustment as regard differences in physical characteristics.

Conclusion on price undercutting

- (22) In the light of the above, the appropriate amendments have been made to the price undercutting calculations. It is recalled that at the provisional stage the price undercutting margins were established by quarter for each category, and were then weighted by tonnage imported. At the definitive stage, it became apparent that the weighting between categories should be more accurately expressed by weighting on the basis of the hypothetical

turnover, obtained by multiplying the average price per category of the Community industry by the tonnage of the comparable imported categories; this method was found appropriate since it takes into account both the quantity imported and the amplitude of price variations between different categories of the Community-like product.

- (23) The definitive price undercutting margins are therefore:

People's Republic of China	7,5 %
India	
— Steel Authority of India Ltd	12,9 %
— Other	12,9 %
Romania	
— Sidex SA	7,1 %
— Other	14,7 %

4. Situation of the Community industry

- (24) It was argued by some exporting producers that the annual data examined by the Commission in its provisional Decision could not lead to the conclusion of a deterioration of the situation of the Community industry. In addition, it was questioned whether the subsequent quarterly analysis made by the Commission was pertinent, given the excellent performance of the Community industry in the IP as a whole. In particular, it was argued that a trend during the IP could not take precedence over actual performance throughout this period. The compatibility of the Commission's methodology as regards Article 6(1) of the basic Decision was questioned, in particular in relation with the analysis by quarter of the IP.

In addition, it was claimed that the Commission had taken into consideration post-IP information, without sufficiently explaining why it had derogated from its normal practice. This was also alleged to be contrary to the provisions of Article 6(1) of the basic Decision.

- (25) The Commission examined these claims, in particular as regards the relevant provisions of both Article 3 and Article 6 of the basic Decision. In fact, the provisional analysis took into consideration the volume of the dumped imports and the effect of the dumped imports on prices in the Community market, and the consequent impact of those imports on the Community industry. The examination of the latter impact included an evaluation of all relevant economic factors and indices having a bearing on the state of the industry.

(26) At the provisional stage, the Commission's analysis referred to annual data for a large range of indicators in the period considered, and was supplemented by an examination on the basis of half-yearly information during the period considered of the volumes and prices of dumped imports, and of the prices and profitability of the Community industry. Finally a quarterly analysis of the prices and profitability of the Community industry in the IP completed the examination. This was done, as explained at recital 59 of the provisional Decision, because it was considered that an examination of prices and profitability during the IP as a whole (a period of 15 months) would have led to inappropriate conclusions, the Community market having experienced pronounced changes over this period.

(27) In their claims, the exporting producers did not submit any information contradicting the finding that the Community market had changed profoundly during the IP, and that this situation was exceptional as compared to previous periods. In fact, they limited themselves to contesting the Commission analysis and submitting very general additional information. This information did not lead to the conclusion that the economic indicators set out in the provisional Decision had been inappropriately assessed.

(28) In fact, nothing in Article 6(1) of the basic Decision prevents the quarterly analysis of data for the IP. Further, it was necessary to take into consideration a longer IP of 15 months, in order to reflect as precisely as possible the circumstances of the Community industry. In any case, it should be noted that an IP of six months, a length which is foreseen in Article 6(1) of the basic Decision, would have led to the same conclusions on the existence of material injury in this case.

(29) The Commission analysis at the provisional stage took into consideration all relevant economic indicators available. It is clear that some indicators seen in isolation could lead to different conclusions. However, if as suggested by some exporting producers, the examination was limited to an analysis of annual economic indicators only, this would lead in fact to incomplete conclusions in the present case. Based on the above, and in the absence of any new elements indicating that the economic indicators established and evaluated at the provisional stage are inaccurate, the conclusions set out at recital 68 of the provisional Decision on the deterioration of the situation of the Community industry are confirmed.

5. Conclusion on injury

(30) Taking into account the significant price undercutting by the dumped imports and their increasing volume and market share as well as the deterioration of the situation of the Community industry, it is confirmed that the Community industry suffered material injury within the meaning of Article 3(1) of the basic Decision.

F. CAUSATION

1. Effect of dumped imports

(31) Exporting producers contended that a link between the dumped imports, which cumulatively reached their greatest volumes in the two first quarters of the IP, and the situation of the Community industry, which showed its greatest deterioration in the last two quarters of the IP, had not been established.

(32) In this context, it should be noted that in the early part of the IP, apparent consumption was good and prices in the Community were consequently at relatively high levels. However, it soon became clear, as pointed out at recitals 75 to 77 of the provisional Decision, that this increased apparent consumption and the significant volume of dumped imports was disproportionate as compared to the actual consumption at that time. Indeed, stocks reached substantial levels. When the mismatch became too important in the second part of the IP, the market deteriorated significantly. Indeed, at that point in time, the price level of the Community industry decreased by around 25 %.

It is recalled from recital 71 of the provisional Decision that there is a time lag between importation of dumped products and their effect on the situation of the Community industry becoming clear. Apart from the stock effect mentioned above, the link between the rise in imports and the deterioration of the situation of the Community industry therefore exists by way of its price and quantity effects on the Community market. The existence of high stock levels depressed prices on the market, and led to falling orders for the Community industry, with the resultant financial deterioration observed.

Further, this phenomenon was reinforced by the fact that dumped imports from the countries concerned, although showing some reductions later in the IP, remained at sustained levels.

(33) Based on the above analysis, the provisional conclusion set out at recital 79 of the provisional Decision is confirmed. It is clear that dumped imports from the countries in question, made in quantities quite disproportionate to what the market could absorb, and with significant price undercutting, caused material injury to the Community industry.

2. Effect of other factors

Consumption

(34) It was alleged by exporting producers that falling demand from the tube and shipbuilding industries was responsible for the injury experienced by the Community industry.

- (35) It should first be noted that no data supporting this allegation was presented by the exporting producers concerned. Further, despite the sending of questionnaires in the framework of the Community interest aspects of the investigation, no information on the situation in either of these downstream industries was provided.
- (36) The tube and shipbuilding industries are, however, important consumers of the product concerned and there may therefore be an element of injury arising from falling demand from these industries. However, this is not such as to break the link between the injury suffered and the dumped imports, in view in particular of the increased consumption which occurred between 1995 and the IP (see recital 80 of the provisional Decision).

Situation of the other Community producers

- (37) It was alleged by exporting producers that other Community producers were responsible for the loss of market share of the Community industry and its deteriorating situation. However no information was submitted in support of this.
- (38) The position of other Community producers is set out at recitals 82 and 83 of the provisional Decision. It is clear from this that to some extent an increase in market share of these producers occurred between 1997 and the IP when the market share of the Community industry decreased. From the information available to the Commission, it was also concluded that the decreasing sales volumes of these producers in the period considered and their falling market share between 1995 and the IP occurred at a time when dumped imports increased.

In any event, however, while it cannot be excluded that other Community producers may have contributed to the deterioration of the situation of the Community industry, given their sales volume and market share during the IP, this is not sufficient to break the causal link between the injury suffered and the dumped imports.

Oversupply

- (39) Exporting producers alleged that some injury may have been caused by the Community industry's overproduction, with consequent oversupply in relation to consumption.
- (40) An examination of the trends in production of the Community industry and consumption, however, demonstrates that no situation of oversupply on the part of the Community industry existed. In tonnes per

month, production and consumption variations between two consecutive periods developed as follows:

Variation	1996/1995	1997/1996	IP/1997
Production	- 9 673	+ 31 114	- 28 746
Consumption	- 50 748	+ 36 220	+ 46 360

- (41) It is clear from the above that Community industry's production did not develop in excess of market demand, and was in fact significantly below the growth of the market between 1997 and the IP. This suggests that any element of oversupply was clearly due to the dumped imports and the resultant situation of overstocking, and was not the result of the behaviour of the Community industry.

Anti-competitive behaviour of the Community industry

- (42) The allegation of anti-competitive behaviour on the part of the Community industry addressed at recitals 85 to 87 of the provisional Decision was repeated, without however any further information or evidence being provided.

The provisional findings are therefore confirmed.

Imports from other third countries

- (43) Exporting producers claimed that the imposition of duties only on the countries subject to investigation was discriminatory and raised substantial issues of causality. In support of this, they pointed out that imports from other countries, notably FYROM, Poland, the Czech Republic, Bulgaria and Ukraine, had also been substantial during the IP. The market share of the latter countries in the IP was 10,5 % as compared to a share of 13,6 % for the countries subject to the investigation, while their prices averaged 325 euro/tonne compared to 317 euro/tonne for the dumped imports. In sum, they claimed that the export performance of these other countries was similar to that of the countries investigated.
- (44) It is recalled that this issue was examined at length in recitals 88 to 96 of the provisional Decision, and the above claim by exporting producers has not brought to light any new consideration in this respect.
- (45) The conclusions at recital 96 of the provisional Decision are therefore confirmed. Even if imports from other third countries may have contributed to the injury suffered by the Community industry, this alone is considered insufficient to break the causal link established between the dumped imports concerned and the injury of the Community industry.

Situation of the world market

(46) Certain exporting producers continued to claim that the instability of the world steel market, and in particular the Asian crisis, disrupted the Community market and was responsible for the situation of the Community industry.

(47) It is not contested that fluctuations in world prices and developments in world trade had a negative effect on the Community industry. It is recalled however that, as stated in recital 101 of the provisional Decision, this alone cannot explain the sharp price depression and consequent deterioration of the Community industry's profitability. In addition, international developments cannot justify trade at unfair prices which is found to be injuring the Community industry.

The conclusions at recitals 100 and 101 of the provisional Decision are therefore confirmed.

3. Conclusion on causation

(48) In the light of the above, the conclusion on causation set out at recital 102 of the provisional Decision is confirmed. In summary, while other factors, such as imports from other third countries, the behaviour of other Community producers and the worldwide instability of the steel market, may have contributed to the difficult situation of the Community industry, this does not detract from the fact that imports of the product concerned from the People's Republic of China, India and Romania, taken in isolation, have caused material injury to the Community industry.

G. COMMUNITY INTEREST

(49) Since the publication of the provisional Decision, the Commission has received comments on the Community interest from neither the Community industry, nor from users or importers/traders of the product concerned. The findings set out at recitals 103 to 109 of the provisional Decision are confirmed.

H. GENERAL CONSIDERATIONS

(50) Romanian exporting producers alleged that the imposition of anti-dumping measures in this proceeding would slow down the process of restructuring the Romanian industry and jeopardise the process of accession to the Community.

(51) In this context, the Commission notes that the Community will pursue the aim of intensifying its economic links with Romania. At the same time, however, they expect Romanian exporting producers to operate on the Community market in accordance with international agreements.

It should be noted that anti-dumping measures are not aimed at removing products originating in Romania from the Community market but at ensuring that a

competitive environment unaffected by dumping practices is re-established.

I. DEFINITIVE MEASURES**1. Injury elimination level**

(52) The Indian exporting producer argued that the anti-dumping duty should be set at the level of the undercutting margin found, i.e. 12,6 % for India, a level far below the level of the duty imposed at the provisional stage (21,8 %).

(53) It should be borne in mind that in line with the relevant jurisprudence, the price-undercutting margin expresses the price effect of the dumped imports on the Community industry, as provided for in Article 3 of the basic Decision. The undercutting margin is therefore an injury indicator, among others, which has to be taken into consideration in the injury analysis.

(54) Once the existence of material injury has been established, the Commission will, in order to comply with the lesser-duty-rule, establish an injury elimination margin in order to examine whether a duty based on a level below the dumping margin will be sufficient to remove injury caused by the dumped imports. The purpose of the determination of the injury elimination margin is therefore completely different from that of the calculation of the undercutting margin.

This argument is therefore irrelevant.

(55) The Indian exporting producer also contested the method used for calculating the injury elimination margin and by way of consequence the duty imposed at the provisional stage. It also proposed an alternative methodology for the calculation of the injury elimination margin.

(56) In this context, it is recalled that the calculation of the injury elimination margin has to be made in the light of the circumstances of each case and is aimed at removing the injury suffered by the Community industry.

(57) At the provisional stage, the Commission calculated the injury elimination margin for each category of the product concerned and for each quarter of the IP. These margins were the differences, expressed as percentages, between the non-injurious prices of the Community industry and cif import prices at the Community frontier, divided by these cif prices. Individual margins were then calculated for each category for the IP as a whole by weighting the results of the quarterly analysis by the tonnage imported in each quarter. This was done to eliminate distortions arising from the sharp fall in prices (-25 %, see recital 66 of the provisional Decision) that occurred between the first and last quarters of the IP. Finally, the injury elimination margin for the product concerned was calculated by weighting by tonnage the individual margins calculated in the IP for each category.

(58) If adopted, the calculation suggested by the Indian exporting producer would in fact minimise the effect of the dramatic price fall that occurred, and treating the IP as a whole would introduce the price distortions the Commission's calculation avoids. It would also fail to accurately reflect the injury to be removed. The Indian claim therefore cannot be accepted.

(59) As for the price undercutting determination (see recital 18), the Chinese and Romanian exporting producers also requested that the calculation of the injury elimination margin be revised on the basis of the additional information they submitted. The necessary modifications have duly been made where appropriate.

As regards the injury elimination margin for Chinese exporting producers, this was calculated by using the information provided by the cooperating exporting producers, taking into account the quality of steel.

It is recalled that exports by these cooperating companies represented around 74 % of the total exports shown by Eurostat (see recital 10). For these 74 %, a margin was calculated using the methodology applied to Romanian and Indian exporting producers. For the remaining 26 %, a margin was calculated using the highest injury elimination margins found in the IP, by quarter and by category of product, for cooperating exporting producers. These injury elimination margins were finally weighted by the tonnages represented by the 74 % and 26 % above.

(60) Finally, the weighting of the injury margins has also been revised in line with the method described in recital 22 for price undercutting.

Based on the above, the definitive injury elimination margins are therefore as follows:

People's Republic of China	8,1 %
India — Steel Authority of India Ltd	22,3 %
Romania — Sidex SA — Other	5,7 % 11,5 %

In the case of Romania, due to the low level of cooperation, the residual injury margin was calculated by reference to the category of products which was exported in

representative quantities and for which the highest margin was found.

2. Level of definitive duties

(61) As the margins calculated above are lower than the dumping margins finally established, it is considered that a definitive anti-dumping duty should be imposed at the level of the injury elimination margins in accordance with Article 9(4) of the basic Decision.

(62) The individual company anti-dumping duty rates specified in this Decision were established on the basis of the findings of the present investigation. Therefore, they reflect the situation found during that investigation with respect to these companies. These duty rates (as opposed to the countrywide duty applicable to 'all other companies') are thus exclusively applicable to imports of products originating in the country concerned and produced by the companies and thus by the specific legal entities mentioned. Imported products produced by any other company not specifically mentioned in the operative part of this Decision with its name and address, including entities related to those specifically mentioned, cannot benefit from these rates and shall be subject to the duty rate applicable to 'all other companies'.

(63) Any claim requesting the application of these individual company anti-dumping duty rates, (for example following a change in the name of the entity or following the setting up of new production or sales entities) should be addressed to the Commission ⁽¹⁾ forthwith with all relevant information, in particular any modification in the company's activities linked to production, domestic and export sales associated with, for example that name change or that change in the production and sales entities. The Commission, if appropriate, will, after consultation with the Advisory Committee, amend the Decision accordingly by updating the list of companies benefiting from individual duty rates.

3. Undertakings

(64) The following exporting companies in Romania have offered a joint price undertaking in accordance with Article 8(1) of the basic Decision: Sidex SA, Sidex Trading SRL, Metalexportimport SA, Metanef SA, Metagrimex Business Group SA, Uzinsider SA, Uzinexport SA, Shiral Trading Impex SRL, Metaltrade International '97 SRL, Romilexim Trading Limited SRL and Metal SA. The price undertaking offered concerns sales of the products, covered by the undertaking, which are produced by Sidex SA and sold directly (i.e. invoiced and shipped) by Sidex SA, or one of the other signatories, to an unrelated customer in the Community. In the case of India, an undertaking has also been offered by the Steel Authority of India Ltd for the products it produces and sells directly in the Community.

⁽¹⁾ European Commission
Directorate-General for Trade
Directorate C
DM 24-8/38
Rue de la Loi/Wetstraat 200
B-1049 Brussels

- (65) The Commission considers that the undertakings offered by these companies can be accepted since they will eliminate the injurious effect of the dumping. Furthermore, the regular and detailed reports which the companies have undertaken to provide to the Commission will allow an effective monitoring of the undertakings.
- (66) In order to ensure that the undertakings are respected, when the request for release for free circulation pursuant to the undertakings is presented, exemption from the duty is conditional upon presentation to the relevant Member States' customs service of a valid 'undertaking invoice' clearly identifying the producer and containing the information listed in the Annex to this Decision. Where no such invoice is presented, or when it does not correspond to the product presented to the customs service, the appropriate rate of anti-dumping duty will be payable in order to avoid circumvention of the undertaking.
- (67) In the event of a breach or withdrawal of the undertaking an anti-dumping duty may be imposed, pursuant to Articles 8(9) and 10 of the basic Decision.

J. COLLECTION OF PROVISIONAL DUTIES

- (68) Given the magnitude of the dumping margins found for the exporting producers, and in the light of the level of the injury caused to the Community industry, it is considered necessary that the amounts secured by way of the provisional anti-dumping duty under the provisional Decision should be definitively collected at the rate of the duty definitively imposed. Where the rate of the definitive duty imposed is higher than the rate of the provisional duty, only the amount secured at the level of the provisional duty should be definitively collected,

HAS ADOPTED THIS DECISION:

Article 1

1. A definitive anti-dumping duty is hereby imposed on imports of certain flat products of non-alloy steel, not clad, plated or coated, not in coils, not further worked than hot-rolled, other than with patterns in relief of a width of 600 mm or more and a thickness exceeding 10 mm or of a width of 2 050 mm or more and a thickness of 4,75 mm or more but not exceeding 10 mm, originating in the People's Republic of China, India and Romania and falling within CN codes ex 7208 51 30, ex 7208 51 50, ex 7208 51 91, ex 7208 51 99 and ex 7208 52 91 (TARIC codes: 7208 51 30 10, 7208 51 50 10, 7208 51 91 10, 7208 51 99 10 and 7208 52 91 10).

2. The rates of duty applicable to the net free-at-Community-frontier price, before duty, for products produced by the following companies, shall be:

Country	Company	Rate of anti-dumping duty	TARIC additional code
People's Republic of China	All companies	8,1 %	—
India	All companies	22,3 %	A999
Romania	Sidex SA	5,7 %	A069
	All other companies	11,5 %	A999

3. The duties shall not apply to imports of the product concerned, manufactured by Steel Authority of India Ltd and originating in India or manufactured by Sidex SA and originating in Romania, when the goods are directly exported (i.e. shipped and invoiced) by the companies named in Article 2(1) to the importer in the Community and the conditions of Article 2(2) are fulfilled.

4. Unless otherwise specified, the provisions in force concerning customs duties shall apply.

Article 2

1. The undertakings offered by the following companies in connection with this anti-dumping proceeding are hereby accepted.

Country	Company	TARIC additional code
India	Steel Authority of India Ltd, New Delhi	A178
Romania	Sidex SA, Galati	A069
	Sidex Trading SRL, Galati	A179
	Metalexportimport SA, Bucarest	A179
	Metanef SA, Bucarest	A179
	Metagrimex Business Group SA, Bucarest	A179
	Uzinsider SA, Bucarest	A179
	Uzinexport SA, Bucarest	A179
	Shiral Trading Impex SRL, Bucarest	A179
	Metaltrade International '97 SRL, Bucarest	A179
	Romilexim Trading Limited SRL, Bucarest	A179
	Metal SA, Galati	A179

2. When the request for release for free circulation pursuant to an undertaking is presented, exemption from the duty shall be conditional upon presentation to the relevant Member States' customs service of a valid Undertaking Invoice issued by the companies mentioned in Article 2(1). The essential elements of the undertaking invoice are listed in the Annex to this Decision. Imports accompanied by such an invoice shall be declared under the TARIC additional code provided for in Article 2(1).

Exemption from the duty shall further be conditional on the goods declared and presented to customs corresponding precisely to the description on the undertaking invoice.

Article 3

The amounts secured by way of the provisional anti-dumping duty on imports originating in the People's Republic of China, India and Romania under Decision No 307/2000/ECSC shall be collected at the rate of the duty definitively imposed by this Decision. Amounts secured in excess of the rate of definitive anti-dumping duty shall be released. Where the rate of the definitive duty imposed is higher than the rate of the provisional duty, only the amount secured at the level of the provisional duty should be definitively collected.

Article 4

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

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

Done at Brussels, 9 August 2000.

For the Commission
Pascal LAMY
Member of the Commission

ANNEX

Elements to be indicated in the undertaking invoice referred to in Article 2(2):

1. The invoice date and the invoice number.
2. The export licence number.
3. The CN code, TARIC code and TARIC additional code under which the goods on the invoice are customs-cleared at Community borders (as specified in Article 2(1)).
4. The exact description of the goods, including:
 - the product reporting code number (PRC) as established in the undertaking offered by the exporting producer in question, including quality of steel, width and thickness of invoiced plates,
 - quantity (to be given in tonnes).
5. The description of the terms of the sale, including:
 - price per tonne,
 - the applicable payment terms,
 - the applicable delivery terms,
 - total discounts and rebates.
6. The name of the official of the company that has issued the undertaking invoice and the following signed declaration:

'I, the undersigned, certify that the sale for direct export to the European Community of the goods covered by this invoice is being made within the scope and under the terms of the undertaking offered by ... (company), and accepted by the European Commission through Decision No 1758/2000/ECSC. I declare that the information provided in this invoice is complete and correct.'

COMMISSION REGULATION (EC) No 1759/2000
of 9 August 2000
on the issue of import licences for high-quality fresh, chilled or frozen beef and veal

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to Commission Regulation (EC) No 936/97 of 27 May 1997 opening and providing for the administration of tariff quotas for high-quality fresh, chilled and frozen beef and for frozen buffalo meat ⁽¹⁾, as last amended by Regulation (EC) No 134/1999 ⁽²⁾,

Whereas:

- (1) Regulation (EC) No 936/97 provides in Articles 4 and 5 the conditions for applications and for the issue of import licences for meat referred to in Article 2(f).
- (2) Article 2(f) of Regulation (EC) No 936/97 fixes the amount of high-quality fresh, chilled or frozen beef and veal originating in and imported from the United States of America and Canada which may be imported on special terms for the period 1 July 2000 to 30 June 2001 at 11 500 t.

- (3) It should be recalled that licences issued pursuant to this Regulation will, throughout the period of validity, be open for use only in so far as provisions on health protection in force permit,

HAS ADOPTED THIS REGULATION:

Article 1

1. All applications for import licences from 1 to 5 August 2000 for high-quality fresh, chilled or frozen beef and veal as referred to in Article 2(f) of Regulation (EC) No 936/97 shall be granted in full.
2. Applications for licences may be submitted, in accordance with Article 5 of Regulation (EC) No 936/97, during the first five days of September 2000 for 2 649,839 t.

Article 2

This Regulation shall enter into force on 11 August 2000.

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

Done at Brussels, 9 August 2000.

For the Commission

Philippe BUSQUIN

Member of the Commission

⁽¹⁾ OJ L 137, 28.5.1997, p. 10.

⁽²⁾ OJ L 17, 22.1.1999, p. 22.

CORRIGENDA

Corrigendum to Commission Regulation (EC) No 1477/2000 of 10 July 2000 laying down the reduced agricultural components and additional duties applicable from 1 July 2000 to the importation into the Community of goods covered by Council Regulation (EC) No 3448/93 under Europe Agreements

(Official Journal of the European Communities L 171 of 11 July 2000)

On page 75, in Part 2 of Annex VII, the figures in the table are replaced by:

Código adicional Yderligere kodenummer Zusatzcode Πρόσθετος κωδικός Additional code Code additionnel Codice complementare Aanvullende code Código adicional Lisäkoodi Tilläggskod	EUR/ 100 kg	Código adicional Yderligere kodenummer Zusatzcode Πρόσθετος κωδικός Additional code Code additionnel Codice complementare Aanvullende code Código adicional Lisäkoodi Tilläggskod	EUR/ 100 kg	Código adicional Yderligere kodenummer Zusatzcode Πρόσθετος κωδικός Additional code Code additionnel Codice complementare Aanvullende code Código adicional Lisäkoodi Tilläggskod	EUR/ 100 kg
7000	0	7052	77,65	7109	48,84
7001	10,06	7053	76,05	7110	14,57
7002	18,87	7055	53,9	7111	24,63
7003	27,25	7056	63,96	7112	33,44
7004	38,99	7057	72,77	7113	41,82
7005	4,16	7060	89,1	7115	19,67
7006	14,22	7061	99,16	7116	29,73
7007	23,03	7062	107,97	7117	38,54
7008	31,41	7063	93,53	7120	22,32
7009	43,15	7064	110,27	7121	32,38
7010	8,88	7065	93,26	7122	41,19
7011	18,95	7066	103,32	7123	46,25
7012	27,75	7067	112,13	7124	57,99
7013	36,14	7068	102,69	7125	26,48
7015	13,99	7069	114,43	7126	36,54
7016	24,05	7070	97,98	7127	45,34
7017	32,85	7071	108,05	7128	50,4
7020	16,63	7072	116,85	7129	62,14
7021	26,69	7073	107,42	7130	31,2
7022	35,5	7075	85,27	7131	41,26
7023	40,56	7076	95,33	7132	50,07
7024	52,3	7077	104,13	7133	55,13
7025	20,79	7080	173,45	7135	32,98
7026	30,85	7081	183,51	7136	43,04
7027	39,66	7082	192,32	7137	51,85
7028	44,72	7083	166,01	7140	55,58
7029	56,46	7084	177,75	7141	65,65
7030	25,51	7085	177,61	7142	74,45
7031	35,58	7086	187,67	7143	72,86
7032	44,38	7087	196,47	7144	84,6
7033	49,44	7088	170,17	7145	59,74
7035	27,29	7090	182,33	7146	69,8
7036	37,35	7091	192,39	7147	78,61
7037	46,16	7092	201,2	7148	77,01
7040	49,9	7095	152,74	7149	88,75
7041	59,96	7096	162,81	7150	64,47
7042	68,76	7100	5,69	7151	74,53
7043	67,17	7101	15,75	7152	83,33
7044	78,91	7102	24,55	7153	81,74
7045	54,05	7103	32,94	7155	59,59
7046	64,12	7104	44,68	7156	69,65
7047	72,92	7105	9,84	7157	78,46
7048	71,33	7106	19,91	7160	94,79
7049	83,07	7107	28,71	7161	104,85
7050	58,78	7108	37,1		
7051	68,84				

Código adicional Yderligere kodenummer Zusatzcode Πρόσθετος κωδικός Additional code Code additionnel Codice complementare Aanvullende code Código adicional Lisäkoodi Tilläggskod	EUR/ 100 kg	Código adicional Yderligere kodenummer Zusatzcode Πρόσθετος κωδικός Additional code Code additionnel Codice complementare Aanvullende code Código adicional Lisäkoodi Tilläggskod	EUR/ 100 kg	Código adicional Yderligere kodenummer Zusatzcode Πρόσθετος κωδικός Additional code Code additionnel Codice complementare Aanvullende code Código adicional Lisäkoodi Tilläggskod	EUR/ 100 kg
7162	113,65	7260	78,85	7371	105,38
7163	104,22	7261	88,91	7372	114,18
7164	115,96	7262	97,72	7373	122,57
7165	98,94	7263	106,11	7375	100,42
7166	109,1	7264	117,85	7376	110,48
7167	117,81	7265	83,01	7378	105,52
7168	108,38	7266	93,07	7400	64,64
7169	120,12	7267	101,88	7401	74,7
7170	103,67	7268	110,26	7402	83,51
7171	113,73	7269	122	7403	91,89
7172	122,54	7270	87,73	7404	103,63
7173	113,1	7271	97,8	7405	68,8
7175	90,95	7272	106,6	7406	78,86
7176	101,01	7273	114,99	7407	87,66
7177	109,82	7275	92,84	7408	96,05
7180	179,13	7276	102,9	7409	107,79
7181	189,2	7300	51,24	7410	73,52
7182	198	7301	61,3	7411	83,58
7183	171,7	7302	70,11	7412	92,39
7185	183,29	7303	78,5	7413	100,78
7186	193,36	7304	90,24	7415	78,62
7187	202,16	7305	55,4	7416	88,69
7188	175,86	7306	65,46	7417	97,49
7190	188,02	7307	74,27	7420	83,73
7191	198,08	7308	82,65	7421	93,79
7192	206,89	7309	94,39	7460	93,07
7195	158,43	7310	60,12	7461	103,13
7196	168,49	7311	70,19	7462	111,93
7200	37,49	7312	78,99	7463	120,32
7201	47,55	7313	87,38	7464	132,06
7202	56,36	7315	65,23	7465	97,22
7203	64,74	7316	75,29	7466	107,29
7204	76,48	7317	84,1	7467	116,09
7205	41,65	7320	70,33	7468	124,48
7206	51,71	7321	80,39	7470	101,95
7207	60,52	7360	86,43	7471	112,01
7208	68,9	7361	96,5	7472	120,82
7209	80,64	7362	105,3	7475	107,05
7210	46,37	7363	113,69	7476	117,11
7211	56,44	7364	125,43	7500	76,83
7212	65,24	7365	90,59	7501	86,9
7213	73,63	7366	100,66	7502	95,7
7215	51,48	7367	109,46	7503	104,09
7216	61,54	7368	117,85	7504	115,83
7217	70,34	7369	129,59	7505	80,99
7220	56,58				
7221	66,64	7370	95,32		

Código adicional Yderligere kodenummer Zusatzcode Πρόσθετος κωδικός Additional code Code additionnel Codice complementare Aanvullende code Código adicional Lisäkoodi Tilläggskod	EUR/ 100 kg	Código adicional Yderligere kodenummer Zusatzcode Πρόσθετος κωδικός Additional code Code additionnel Codice complementare Aanvullende code Código adicional Lisäkoodi Tilläggskod	EUR/ 100 kg	Código adicional Yderligere kodenummer Zusatzcode Πρόσθετος κωδικός Additional code Code additionnel Codice complementare Aanvullende code Código adicional Lisäkoodi Tilläggskod	EUR/ 100 kg
7506	91,05	7703	148,67	7785	225,94
7507	99,88	7705	125,58	7786	236,01
7508	108,24	7706	135,64	7788	90,37
7509	119,98	7707	144,44	7789	100,43
7510	85,72	7708	152,83	7798	24,78
7511	95,78	7710	130,3	7799	34,84
7512	104,58	7711	140,36	7800	247,1
7513	112,97	7712	149,17	7801	257,17
7515	90,82	7715	135,4	7802	265,97
7516	100,88	7716	145,47	7805	251,26
7517	109,69	7720	119,42	7806	261,32
7520	95,92	7721	129,49	7807	270,13
7521	105,98	7722	138,29	7808	38,08
7560	99,69	7723	146,68	7809	48,14
7561	109,75	7725	123,58	7810	255,99
7562	118,56	7726	133,64	7811	266,05
7563	126,94	7727	142,45	7818	64,69
7564	138,68	7728	150,83	7819	74,75
7565	103,85	7730	128,31	7820	252,79
7566	113,91	7731	138,37	7821	262,85
7567	122,71	7732	147,17	7822	271,66
7568	131,1	7735	133,41	7825	256,95
7570	108,57	7736	143,47	7826	267,01
7571	118,63	7740	153,54	7827	275,82
7572	127,44	7741	163,61	7828	96,06
7575	113,67	7742	172,41	7829	106,12
7576	123,74	7745	157,7	7830	261,67
7600	102,49	7746	167,77	7831	271,74
7601	112,56	7747	176,57	7838	97,94
7602	121,36	7750	162,43	7840	11,37
7603	129,75	7751	172,49	7841	21,43
7604	141,49	7758	19,09	7842	30,24
7605	106,65	7759	29,15	7843	38,63
7606	116,71	7760	187,67	7844	50,37
7607	125,52	7761	197,73	7845	15,53
7608	133,9	7762	206,53	7846	25,59
7609	145,64	7765	191,82	7847	34,4
7610	111,38	7766	201,89	7848	42,78
7611	121,44	7768	32,39	7849	54,52
7612	130,24	7769	42,46	7850	20,26
7613	138,63	7770	196,55	7851	30,32
7615	116,48	7771	206,61	7852	39,12
7616	126,54	7778	59	7853	47,51
7620	121,58	7779	69,07	7855	25,36
7700	121,42	7780	221,79	7856	35,42
7701	131,48	7781	231,85		
7702	140,29				

Código adicional Yderligere kodenummer Zusatzcode Πρόσθετος κωδικός Additional code Code additionnel Codice complementare Aanvullende code Código adicional Lisäkoodi Tilläggskod	EUR/ 100 kg	Código adicional Yderligere kodenummer Zusatzcode Πρόσθετος κωδικός Additional code Code additionnel Codice complementare Aanvullende code Código adicional Lisäkoodi Tilläggskod	EUR/ 100 kg	Código adicional Yderligere kodenummer Zusatzcode Πρόσθετος κωδικός Additional code Code additionnel Codice complementare Aanvullende code Código adicional Lisäkoodi Tilläggskod	EUR/ 100 kg
7857	44,23	7910	35,42	7963	82,23
7858	30,46	7911	45,48	7964	93,97
7859	40,52	7912	54,29	7965	59,13
7860	18,96	7913	62,67	7966	69,19
7861	29,02	7915	40,52	7967	78
7862	37,82	7916	50,59	7968	86,38
7863	46,21	7917	59,39	7969	98,12
7864	57,95	7918	45,63	7970	63,86
7865	23,11	7919	55,69	7971	73,92
7866	33,18	7940	37,91	7972	82,72
7867	41,98	7941	47,98	7973	91,11
7868	50,37	7942	56,78	7975	68,96
7869	62,11	7943	65,17	7976	79,02
7870	27,84	7944	76,91	7977	87,83
7871	37,9	7945	42,07	7978	74,06
7872	46,71	7946	52,13	7979	84,12
7873	55,09	7947	60,94	7980	85,3
7875	32,94	7948	69,32	7981	95,37
7876	43	7949	81,06	7982	104,17
7877	51,81	7950	46,79	7983	112,55
7878	38,04	7951	56,86	7984	124,3
7879	48,11	7952	65,66	7985	89,46
7900	26,54	7953	74,05	7986	99,52
7901	36,6	7955	51,9	7987	108,33
7902	45,41	7956	61,96	7988	116,71
7903	53,79	7957	70,77	7990	94,19
7904	65,53	7958	57	7991	104,25
7905	30,7	7959	67,06	7992	113,05
7906	40,76	7960	54,97	7995	99,29
7907	49,56	7961	65,04	7996	109,35
7908	57,95	7962	73,84		
7909	69,69				

On page 81, in Part 2 of Annex VIII, the figures in the table are replaced by:

Contenido en sacarosa, azúcar invertido y/o isoglucosa Indhold af saccharose, invertsukker og/eller isoglucose Gehalt an Saccharose, Invertzucker und/oder Isoglucose Περιεκτικότητα σε ζαχαρόζη, ιμβερτοποιημένο ζάχαρο ή/και ισογλυκόζη Weight of sucrose, invert sugar and/or isoglucose Teneur en saccharose, sucre interverti et/ou isoglucose Tenore del saccarosio, dello zucchero invertito e/o dell'isoglucosio Gehalte aan saccharose, invertsuiker en/of isoglucose Teor de sacarose, açúcar invertido e/ou isoglicose Sakkarosipitoisuus, invertisokeri ja/tai isoglukoosi Halt av sackaros, invertsocker och/eller isoglukos	AD S/Z
> = 00 — < 05 > = 05 — < 30 > = 30 — < 50 > = 50 — < 70 > = 70	EUR/100 kg 0 10,06 18,87 27,25 38,99

Contenido en almidón o en fécula y/o glucosa Indhold af stivelse og/eller glucose Gehalt an Stärke und/oder Glucose Περιεκτικότητα σε παντός είδους άμυλα ή/και γλυκόζη Weight of starch or glucose Teneur en amidon ou fécule et/ou glucose Tenore dell'amido, della fecola e/o del glucosio Gehalte aan zetmeel en/of glucose Teor de amido ou de fécula e/ou glicose Täkkelys- ja/tai glukoosipitoisuus Halt av stärkelse och/eller glukos	AD F/M
> = 00 — < 05 > = 05 — < 25 > = 25 — < 50 > = 50 — < 75 > = 75	EUR/100 kg 0 4,16 8,88 13,99 19,09