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I

(Acts adopted under the EC Treaty/Euratom Treaty whose publication is obligatory)

REGULATIONS

COUNCIL REGULATION (EC) No 383/2009

of 5 May 2009

imposing a definitive anti-dumping duty and collecting definitively the provisional duty imposed on imports of certain pre- and post-stressing wires and wire strands of non-alloy steel (PSC wires and strands) originating in the People's Republic of China

THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty establishing the European Community,

Having regard to Council Regulation (EC) No 384/96 of 22 December 1995 on protection against dumped imports from countries not members of the European Community⁽¹⁾ (the 'basic Regulation'), and in particular Article 9 thereof,

Having regard to the proposal submitted by the Commission after consulting the Advisory Committee,

Whereas:

1. PROCEDURE

1.1. Provisional measures

- (1) The Commission, by Regulation (EC) No 1129/2008⁽²⁾ of 14 November 2008 (the 'provisional Regulation') imposed a provisional anti-dumping duty on imports of certain pre- and post-stressing wires and wire strands of non-alloy steel ('PSC wires and strands') originating in the People's Republic of China ('PRC').
- (2) It is noted that the proceeding was initiated following a complaint lodged by Eurostress Information Service (ESIS) on behalf of producers representing a major proportion of the total Community production of PSC wires and strands in this case more than 57 %.
- (3) As set out in recital 13 of the provisional Regulation, the investigation of dumping and injury covered the period from 1 January 2007 to 31 December 2007 ('investigation period' or 'IP'). The examination of the trends

for the assessment of injury covered the period from 1 January 2004 to the end of the investigation period ('period considered').

1.2. Subsequent procedure

- (4) Subsequent to the disclosure of the essential facts and considerations on the basis of which it was decided to impose provisional anti-dumping measures ('provisional disclosure'), several interested parties made written submissions making known their views on the provisional findings. The parties who so requested were granted an opportunity to be heard. The Commission continued to seek and verify all information it deemed necessary for its definitive findings.
- (5) The Commission continued its investigation with regard to Community interest aspects and carried out analyses of data contained in the questionnaire replies provided by some users in the Community after the imposition of the provisional anti-dumping measures.
- (6) Four additional verification visits were carried out at the premises of the following user companies:
 - Hormipresa SL, Santa Coloma de Queralt, Spain,
 - Grupo Pacadar SA, Madrid, Spain,
 - Strongforce Engineering plc, Dartford, United Kingdom,
 - Hanson Building Products Limited, Somercotes, United Kingdom.

⁽¹⁾ OJ L 56, 6.3.1996, p. 1.

⁽²⁾ OJ L 306, 15.11.2008, p. 5.

- (7) All parties were informed of the essential facts and considerations on the basis of which it was intended to recommend the imposition of definitive anti-dumping measures on imports of PSC wires and strands originating in the PRC and the definitive collection of the amounts secured by way of the provisional duty. They were also granted a period within which they could make representations subsequent to this disclosure.
- (8) The oral and written comments submitted by the interested parties were considered and, where appropriate, the findings have been modified accordingly.

2. PRODUCT CONCERNED AND LIKE PRODUCT

2.1. Product concerned

- (9) One interested party has claimed that a specific type of strand with 19 wires should be excluded from the scope of the proceeding on the grounds that this product type was used for very specific applications, could not be used in concrete reinforcement or suspension elements or for stay-cable bridges, which are the main applications of the product concerned, and it was not produced in the Community. The Community industry was consulted and confirmed that the product described, i.e. strand of 19 wires but also strands of more than 19 wires, was not the product concerned. The claim has therefore been accepted and strands with 19 wires or more will be excluded from the product scope.
- (10) In the absence of any other comments concerning the product concerned and the like product, recitals 14 to 20 of the provisional Regulation are hereby confirmed.

3. DUMPING

3.1. Market economy treatment (MET)

- (11) One Chinese exporting producer contested the provisional findings with regard to the determination of MET and claimed that criteria 1 to 3 set out in Article 2(7)(c) of the basic Regulation were met.
- (12) As regards criterion 1 of Article 2(7)(c) of the basic Regulation, the investigation with regard to MET determined that the electricity costs incurred by the exporting producer concerned and which constitute an important part in the total cost of manufacturing were unreliable. It has been found that electricity costs were invoiced via a third company in liquidation (instead of directly by the supplier of the electricity). It was explained that the company in liquidation which was originally the owner of the production facilities where the product concerned was produced but which was meanwhile in liquidation was still considered as the owner of part of the facilities. The electricity company would therefore still invoice all electricity consumption to the company in liquidation which in turn would invoice these costs to the exporting producer concerned.

- (13) However, it was verified that the exporting producer purchased the production facilities during the IP in 2007 and was at least during part of the IP the legal owner of the production facilities. Furthermore, the amounts reported could not be reconciled with the exporting producer's accounts. Finally, subsequent to provisional disclosure, the company did not submit any information or evidence which would have shown the reliability of the electricity costs and which could thus have reversed the provisional findings in this respect.
- (14) The same exporting producer reiterated that the limited duration of its business licence would not indicate significant State interference within the meaning of criterion 1 of Article 2(7)(c) of the basic Regulation as determined by the investigation on MET. In this regard it is noted that the limited duration of the business licence was found to be an obstacle for long-term business decisions and planning. In particular, it was found that companies in similar situations usually benefited from a significantly longer duration of business licences. However, subsequent to the provisional disclosure, it could be clarified that the timely extension of the business licence of the exporting producer was a simple formality which could not be considered as an obstacle for long-term business decisions and planning anymore.
- (15) On the above basis, it was concluded that in this particular case the duration of the business licence could not indeed be qualified as significant State interference within the meaning of criterion 1 of Article 2(7)(c) of the basic Regulation and the exporting producer's arguments were accepted. The provisional findings were revised accordingly.
- (16) The exporting producer concerned also contested the findings that it did not fulfil the conditions set out in criterion 2 of Article 2(7)(c) of the basic Regulation, i.e. that it had one clear set of basic accounting records audited in line with international accounting standards. It is noted that the investigation concerning MET revealed that significant amounts of a recurring loan were booked under a wrong position. Although the exporting producer claimed that this finding would not correspond to the real facts it did not submit any convincing explanation or any valid evidence in support of its claim. This claim had therefore to be rejected.
- (17) Finally, the same exporting producer claimed that there were no significant distortions carried over from the non-market economy system as set out in criterion 3 of Article 2(7)(c) of the basic Regulation. In particular, the exporting producer contested the finding that it could borrow money at an interest rate which was significantly below the market rate. However, the exporting producer did not provide any new information or evidence which could revise the provisional findings in this respect and this claim had therefore to be rejected.

- (18) On the basis of the above, and despite the findings as described in recital 14, the findings on MET with regard to this exporting producer as set out in the provisional Regulation in recital 35 are hereby confirmed.
- (19) In the absence of any other comments with regard to the determination of MET, the provisional findings as set out in recitals 25 to 36 of the provisional Regulation are hereby confirmed.

3.2. Individual treatment (IT)

- (20) The exporting producer to which IT was not granted claimed that its decision-making was sufficiently independent from State interference within the meaning of Article 9(5)(c) of the basic Regulation.
- (21) In support of this claim, the exporting producer was able to clarify the composition of the company's board of directors and the voting rights of its shareholders. Thus, the exporting producer could show that it was sufficiently independent from potential State interference in its price setting within the meaning of Article 9(5)(c) of the basic Regulation. In addition, the exporting producer, as mentioned in recital 14, could also demonstrate that the duration of its business licence cannot be qualified as significant State interference. As a consequence, since this exporting producer met the requirements for IT as set out in Article 9(5) of the basic Regulation an individual definitive duty should be calculated applicable to products produced and exported by it.
- (22) As regards two of the exporting producers to whom IT was granted, new information available after the imposition of the provisional measures showed that key personnel of these companies were members of State bodies within the meaning of Article 9(5)(c) of the basic Regulation. Both companies omitted this information in their claim for MET/IT.
- (23) It was considered that the omission of such information was misleading within the meaning of Article 18(1) of the basic Regulation and the information provided in their respective claims for MET/IT should be disregarded. The companies concerned were given the opportunity to provide further explanations in accordance with Article 18(4) of the basic Regulation. However, none of the companies concerned provided satisfactory explanations. On this basis IT was denied to the above companies.
- (24) As regards the third company to which IT was granted, the Community industry questioned whether it was in fact a wholly foreign owned company and whether it therefore fulfilled the criterion set out in Article 9(5)(c) of the basic Regulation. However, all relevant payments and bank transfers when acquiring the company could be verified and reconciled during the investigation demonstrating that the company was a wholly foreign owned company. This claim had therefore to be rejected.

4. NORMAL VALUE

4.1. Analogue country

- (25) Certain interested parties claimed that the choice of the analogue country was inappropriate. It was claimed, in particular, that due to the fact that only one producer of PSC wires and strands existed in the Turkish market, the level of competition in Turkey would be insufficient to base normal value on data concerning that producer.
- (26) These parties, however, did not submit any new evidence in this regard but only reiterated the claims made prior to the imposition of the provisional measures. As outlined in recital 44 of the provisional Regulation, even though there was only one producer in Turkey, imports into Turkey were substantial, i.e. they accounted for more than 50 % of the total market. On this basis, and considering that none of the producers of other potential analogue countries cooperated in the present investigation, it is confirmed that Turkey constitutes an appropriate analogue country within the meaning of Article 2(7)(a) of the basic Regulation.
- (27) In the absence of any other comments with regard to the analogue country, the provisional conclusions as outlined in recitals 40 to 45 of the provisional Regulation are hereby confirmed.

4.2. Method for calculating the normal value

- (28) One exporting producer claimed that the normal value used was not appropriate since for most product types, as indicated in recitals 48 and 49 of the provisional Regulation, normal value was constructed on the basis of the costs of manufacturing of the Turkish producer. This exporting producer argued that normal value, for those product types exported by the Chinese exporters, should have been based on the cost of production of the Chinese exporters themselves.
- (29) It is noted that the basic Regulation in Article 2(7)(a) expressly foresees that normal value shall be determined on the basis of the price or constructed value of a market economy country. Therefore, the fact that normal value was determined on the basis of constructed values does not allow the conclusion that the values used were inappropriate. It is noted that since MET was not granted to the exporter in question its costs related to the exported models were considered unreliable. The purpose of the selection of an analogue country is to establish reliable costs and prices based on the information gathered in an appropriate analogue country. Since it has been determined that Turkey was an appropriate choice there were no grounds to consider that costs related to the product concerned were not reliable or inappropriate.

(30) The exporting producer concerned did not come forward with any specific reason (other than the ones mentioned in recital 25) that the choice of the analogue country was inappropriate, in particular on which grounds it was considered that the product types produced and sold by this exporting producer and the ones produced and sold by the producer in the analogue country were not comparable. These claims had therefore to be rejected.

(31) In the absence of any other comments with regard to the method for calculating the normal value, the provisional conclusions as outlined in recitals 46 to 50 of the provisional Regulation are hereby confirmed.

4.3. Export price

(32) The exporting producer mentioned in recital 52 of the provisional Regulation who made export sales via its related importer in the Community claimed that when constructing the export price in accordance with Article 2(9) of the basic Regulation, the actual profit earned by the related importer when reselling PSC wires and strands in the Community should have been used.

(33) It is noted that sales prices between related parties are considered unreliable due to the relationship between the buyer and the seller. Consequently, the profit margin resulting from a resale has also to be considered as unreliable. The exporting producer did not submit any evidence that the profit margin of its related importer would be none the less reliable. This claim had therefore to be rejected.

(34) It is noted that for the exporting producer mentioned in recital 32, IT was denied for the reasons set out in recitals 22 and 23 and since its dumping margin was therefore determined on the basis of the methodology outlined in recital 41, the question of the methodology applied when determining this exporting producer's export price has become irrelevant.

(35) With regard to one of the exporting producers to whom IT was granted, the Community industry questioned the reliability of its export price reported. It was argued that given the low quantity exported during the IP, as well as the particular circumstances (in particular the product exported did not have the required homologation certificate) would indicate a relationship between the importer and the exporting producer and the corresponding export price should therefore be disregarded. However, the Community industry could not submit any evidence

in support to their claim. The investigation did furthermore not reveal any relationship between the exporting producer and the unrelated importer. This claim had therefore to be rejected.

(36) In the absence of any other comments with regard to the determination of the export price, the provisional conclusions as outlined in recital 51 of the provisional Regulation are hereby confirmed.

4.4. Comparison

(37) In the absence of any other comments with regard to the comparison of the normal value and the export price, the provisional conclusions as outlined in recitals 53 and 54 of the provisional Regulation are hereby confirmed.

5. DUMPING MARGINS

5.1. Cooperating producers granted IT

(38) For the companies granted IT, the weighted average normal value was compared with the weighted average export price as provided for in Article 2(11) and (12) of the basic Regulation.

(39) The definitive weighted average dumping margin expressed as a percentage of the CIF Community frontier price, duty unpaid, is:

Company	Definitive dumping margin
Kiswire Qingdao, Ltd, Qingdao	26,8 %
Ossen MaanShan Steel Wire and Cable Co. Ltd, Maanshan, and Ossen Jiujiang Steel Wire Cable Co. Ltd, Jiujiang	49,8 %

5.2. All other exporting producers

(40) As outlined in recital 57 of the provisional Regulation, the level of cooperation was low.

(41) It was therefore considered appropriate to determine the country-wide dumping on the basis of data provided by companies to whom neither MET nor IT was granted.

(42) On this basis the country-wide level of dumping for all exporting producers to whom individual treatment was not granted, was established at 50,0 % of the CIF Community frontier price, duty unpaid.

6. INJURY

6.1. Community production and definition of the Community industry

- (43) In the absence of any comments concerning the production and definition of the Community industry, recitals 60 to 63 of the provisional Regulation are hereby confirmed.

6.2. Community consumption

- (44) In the absence of any comments concerning Community consumption, recitals 64 to 66 of the provisional Regulation are hereby confirmed.

6.3. Imports into the Community from the PRC

- (45) One interested party claimed that the average price of Chinese imports was similar to the average sales price of the Community industry. In this regard, the Commission findings, which were based on data from Eurostat for the import prices from the PRC, and verified data for the Community industry showed that this statement was not correct. Therefore this claim had to be rejected.

- (46) In the absence of any other comments in this regard, recitals 67 to 70 of the provisional Regulation are hereby confirmed.

6.4. Situation of the Community industry

- (47) One user claimed that the average prices of the Community industry in 2004 and 2005 were higher than the ones presented in the provisional Regulation and thus not correct. Concerning this claim, it should be stressed that the current findings are the result of an investigation at EU level and not at regional or country level. As no evidence in regard to this claim was submitted by the interested party, it had therefore to be rejected.
- (48) In the absence of any other comments concerning the situation of the Community industry, the conclusion in recitals 71 to 91 of the provisional Regulation, that the Community industry has suffered material injury, is hereby confirmed.

7. CAUSATION

7.1. Effects of the dumped imports

- (49) Certain interested parties claimed that the market share of the Chinese imports was not enough to cause the

injury suffered by the Community industry. As clearly demonstrated in recital 93 of the provisional Regulation, the massive increase of 2 106 % in the volume of the dumped imports between 2004 and the IP and their corresponding increase in market share from 0,4 % in 2004 to 8,2 % in the IP on the Community market, as well as the 18 % undercutting found during the IP, coincided in time with the deterioration of the economic situation of the Community industry.

- (50) In addition, the rise in the cost of the main raw material, that is, wire rod, which accounts for 75 % of the manufacturing costs, should have affected all operators in the market. However, the average Chinese prices of wire rod decreased by 45 % between 2004 and the IP. It is therefore concluded that the pressure exerted by the dumped imports, which significantly increased in volume and market share from 2006 onwards played a determining role in the injury suffered by the Community industry. This claim is therefore rejected.

- (51) On that basis, the findings and the conclusions reached in recitals 92 to 94 of the provisional Regulation are hereby confirmed.

7.2. Effects of other factors

- (52) Certain interested parties claimed that the injury suffered by the Community industry was caused by imports from other third countries. As shown in recitals 95 and 96 of the provisional Regulation, the volume of imports from other third countries increased by 112 % from 2004 until the end of the IP. However, the average prices of these imports were far above those of the Chinese exporting producers and even those of the Community industry. Consequently, they cannot be considered to have contributed to the injury suffered by the Community industry.
- (53) Two of the other third countries holding a combined market share of 2,5 % were found to have prices below the import prices of the product concerned from the PRC. However, given the relatively low volume of imports involved this cannot be considered sufficient to break the causal link between the dumped imports from the PRC and the injury suffered by the Community industry.

- (54) On that basis, the findings and the conclusions reached in recitals 95 and 96 of the provisional Regulation are hereby confirmed.

7.3. Export performance of the sampled Community industry

- (55) Certain interested parties claimed that the injury suffered by the Community industry was caused by exports made at prices below cost of production. Exports to non-Community countries represented only around 14 % of the Community industry's total sales of the like product in the IP. These exports increased by about 16 % between 2004 and the IP. However, the unit export selling price of the Community producers decreased by 8 % from EUR 715 per tonne in 2004 to EUR 660 per tonne in the IP. As explained in recital 98 of the provisional Regulation, it cannot be assumed that these sales were made at prices below cost of production. This is due to significant variations in costs and prices between companies and over time. The decrease in the export price was due to the pressure from the Chinese exports also in the principal export markets of the Community industry through severe price suppression.
- (56) On that basis, the findings and the conclusions reached in recitals 97 to 99 of the provisional Regulation are hereby confirmed.
- (57) In the absence of any comments concerning the rise in costs of production, and competition from other producers in the Community, the conclusions reached in recitals 100 to 102 of the provisional Regulation are hereby confirmed.

7.4. Conclusion on causation

- (58) Given the above analysis, which has properly distinguished and separated the effects of all other known factors on the situation of the Community industry from the injurious effects of the dumped imports, it is hereby confirmed that these other factors do not affect the finding that the material injury assessed must be attributed to the dumped imports.
- (59) Given the above, it is confirmed that the dumped imports of PSC wires and strands originating in the PRC have caused material injury to the Community industry within the meaning of Article 3(6) of the basic Regulation.
- (60) In the absence of other comments in this respect, the conclusions in recitals 103 and 104 of the provisional Regulation are hereby confirmed.

8. COMMUNITY INTEREST

8.1. Interest of the Community industry and of other Community producers

- (61) In the absence of any comments concerning the interest of the Community industry and the interest of other producers, the conclusions in recitals 105 to 111 of the provisional Regulation are hereby confirmed.

8.2. Interest of importers

- (62) One interested party importing PSC wires and strands from the PRC alleged that the imposition of any anti-dumping measures would have serious effects on the situation of importers since they would be unable to pass on the price increase to their customers.
- (63) The investigation revealed that the importers' profit margins for the product concerned were relatively high. Moreover, the low proportion of the costs of the product concerned in their customers' total costs should make it possible for the importers to pass any price increase on to them. In addition, the terms of their contracts with the suppliers are not such as to prevent importers from switching the source of supply of the product concerned, either to companies with low or no duties or to other supplying countries such as Thailand and South Africa. Therefore, this claim had to be rejected.
- (64) In the absence of any other comments in this particular regard, the findings set out in recitals 112 to 114 of the provisional Regulation are hereby confirmed.

8.3. Interest of users

- (65) Some interested parties claimed that the imposition of any anti-dumping measures would have serious effects on the situation of users of PSC wires and strands since they would be unable to pass on the price increase to their customers.
- (66) As outlined in recitals 4 and 5, the possible effect of measures on the situation of the user industries was further examined after the imposition of provisional measures by carrying out additional on-the-spot investigations at the premises of four users. These users were all intermediate users producing and supplying the concrete elements for concrete reinforcement, suspension elements and stay-cable bridges.

- (67) The Commission's findings showed that for the most representative user visited, and for most of the applications, the product concerned represented only 5 % of its total cost of production. However on average the proportion for users can reach up to 13 %. The impact of the anti-dumping duty on their costs was estimated at between 0 and 6 %. None the less, with regard to their final customers (mainly construction companies), the impact of the duty will be minimal and in any case below 1 % of their total cost of production. As a result, they should not have much difficulty in passing on the duty to their customers. Therefore, this claim had to be rejected.
- (68) One interested party claimed that the imposition of any anti-dumping measures would lead to a shortage of PSC wires and strands in the United Kingdom (UK) due to the UK market's reliance on imports. In this respect, it has to be borne in mind that the current findings were established at EU level and not at a regional or country level. However, if one looks only at the UK market, the findings show that the investigated UK producers have large spare capacity to supply the market. Moreover, as a whole, the Community industry has sufficient spare capacity to supply total EU consumption. Therefore, this claim had to be rejected.
- (69) Allegations as to the existence of a cartel in the Community industry of PSC wires and strands were made by certain interested parties. In this regard, it is noted that the Commission issued a Statement of Objections in October 2008 to a number of companies active in the supply of pre-stressing steel. However, no final decision has yet been taken by the Commission on this matter. Indeed sending a Statement of Objections does not prejudice the final outcome of the procedure. If the existence of a cartel should be shown to have existed on the Community market, the measures may be reviewed as appropriate.
- (70) In the absence of any other comments in this particular regard, the findings set out in recitals 115 to 117 of the provisional Regulation are hereby confirmed.

8.4. Conclusion on Community interest

- (71) Given the results of the further investigation of the Community interest aspects, the findings contained in recital 118 of the provisional Regulation are hereby confirmed.

9. DEFINITIVE ANTI-DUMPING MEASURES

9.1. Injury elimination level

- (72) Several interested parties contested the provisional finding that a profit margin of 8,5 % would be the

profit margin that could reasonably be achieved by an industry of this type in the sector under normal conditions of competition.

- (73) One interested party claimed that the 2005 profitability should not be taken into account when calculating the profit margin of the Community industry, since it was an exceptionally prosperous year for the sector. This was found to be the case and the claim was therefore accepted. As a result, a 6,2 % profit margin was used for the calculation of the injury elimination level, as achieved in 2004 at a time when import quantities from the PRC were not significant and prices were above those of the CI.
- (74) The necessary price increase was then determined on the basis of a comparison of the weighted average import price, as established for the price undercutting calculations, with the non-injurious price of products sold by the Community industry on the Community market. Any difference resulting from this comparison was then expressed as a percentage of the total CIF import value.
- (75) One interested party claimed that the weighted average underselling margin should be calculated by using the quantity of each product type sold by the Community industry as the weight. It is consistent practice to use the CIF value of the exports of each product type as the weight to calculate the weighted average underselling margin. The rationale for this calculation is that a duty calculated in this way would, if applied to the company's sales during the IP, result in zero underselling, i.e. a non-injurious price. This would not be the case if the quantity of each product type sold by the Community industry was used as weights, as claimed.
- (76) The injury elimination level of one of the Chinese exporting producers to whom IT was granted mentioned in recital 24, was recalculated further to a clerical mistake in the provisional determination. As a result, the injury elimination level amounted to less than 2 % which was considered to be *de minimis*. Consequently, no duty should be imposed with regards of imports of the product concerned produced by that company.
- (77) In the absence of any other comments concerning the injury elimination level, recitals 119 to 122 of the provisional Regulation are hereby confirmed.
- (78) The country-wide injury elimination level was recalculated on the basis of data provided by companies to whom neither MET nor IT was granted.

9.2. Form and level of the duties

- (79) In the light of the foregoing and in accordance with Article 9(4) of the basic Regulation, a definitive anti-dumping duty should be imposed at a level sufficient to eliminate the injury caused by the dumped imports without exceeding the dumping margin found.
- (80) The rate of the definitive duties are definitively set as follows:

Company	Dumping margin	Injury elimination margin	Definitive anti-dumping duties rate
Kiswire Qingdao, Ltd, Qingdao	26,8 %	0 %	0 %
Ossen MaanShan Steel Wire and Cable Co. Ltd, Maanshan, and Ossen Jiujiang Steel Wire Cable Co. Ltd, Jiujiang	49,8 %	31,1 %	31,1 %
All other companies	50,0 %	46,2 %	46,2 %

- (81) The individual company anti-dumping duty rates specified in this Regulation 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 country-wide duty applicable to 'all other companies') are thus exclusively applicable to imports of products originating in the country concerned and produced by the companies mentioned. Imported products produced by any other company not specifically mentioned in the operative part of this Regulation 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'.
- (82) Any claim requesting the application of this individual company anti-dumping duty rate (e.g. 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. If appropriate, the Regulation will then be amended accordingly by updating the list of companies benefiting from individual duty rates.

9.3. Definitive collection of provisional duties

- (83) In view of the magnitude of the dumping margins found 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, imposed by the provisional Regulation should be definitively collected to the extent of the amount of the definitive duties imposed. Where the definitive duties are lower than the provisional duties, amounts provisionally secured in excess of the definitive rate of anti-dumping duties shall be released. Where the definitive duties are higher than the provisional duties, only the amounts secured at the level of the provisional duties shall be definitely collected. Amounts provisionally secured for products excluded from the product scope, in accordance with recital 9, should be released.

9.4. Special monitoring

- (84) In order to minimise the risks of circumvention due to the high difference in the duty rates among the exporting producers, it is considered that special measures are needed in this case to ensure the proper application of the anti-dumping duties. These special measures include the following:
- (85) The presentation to the customs authorities of the Member States of a valid commercial invoice, which shall conform to the requirements set out in the Annex to this Regulation. Imports not accompanied by such an invoice shall be made subject to the residual anti-dumping duty applicable to all other exporters.
- (86) Should the exports by the companies benefiting from lower individual duty rates increase significantly in volume after the imposition of the measures concerned, such an increase in volume could be considered as constituting in itself a change in the pattern of trade due to the imposition of measures within the meaning of Article 13(1) of the basic Regulation. In such circumstances and provided the conditions are met an anti-circumvention investigation may be initiated. This investigation may, inter alia, examine the need for the removal of individual duty rates and the consequent imposition of a country-wide duty.

10. UNDERTAKINGS

- (87) Following the disclosure of the essential facts and considerations on the basis of which it was intended to recommend the imposition of definitive anti-dumping measures, one of the exporting producers to whom individual treatment was granted offered a price undertaking in accordance with Article 8(1) of the basic Regulation.

⁽¹⁾ European Commission, Directorate-General for Trade, Directorate H, Office N-105 4/92, 1049 Brussels, Belgium.

(88) This offer was examined and it was found that during the IP, the prices of the product were extremely variable, i.e. the difference between the lowest and the highest sales price to the EU for the same product category could vary by as much as 46 % for the mentioned company. Moreover, significant price variations were also found for sales prices of the Community industry during the period considered. Therefore, the product is not suitable for a fixed price undertaking. The company proposed that the minimum price should be indexed on the basis of the price development of a raw material, namely wire rod. However in the absence of publicly available price information for the raw material used in the product concerned and in view of the opposite price trend of a comparable raw material, namely wire rod mesh quality, no correlation could be established between the sales prices of the finished product in the community and the main raw material. The undertaking's offer is considered as impractical within the meaning of Article 8(3) of the basic Regulation as it would not remove the injurious effect of dumping found.

(89) Moreover, the product concerned exists in numerous different types. The company, in order to facilitate the requested reporting in the framework of the investigation, simplified the product classification criteria and arranged to group the number of product types produced and sold. This, however, does not change the fact that the company produced and sold several types of wire and strands to the EU during the IP. In order to limit the risk of cross-compensation between different product types, the company offered to respect three minimum import prices, one for PSC wires and two for strands depending on the diameter. However, in view of the reasons described in recital 88, the undertaking offered by the exporting producer concerned could not be accepted.

11. CHANGE OF NAME

(90) After the IP and in the course of the present investigation, one of the exporting producers concerned, a group consisting of two related companies, namely, Ossen MaanShan Steel Wire and Cable Co. Ltd, Maanshan, and Ossen Jiujiang Steel Wire Cable Co. Ltd, Jiujiang, changed name to Ossen Innovation Materials Co. Joint Stock Company Ltd, Maanshan, and Ossen Jiujiang Steel Wire Cable Co. Ltd, Jiujiang.

(91) The modification does not entail any substantive change which would have an impact on the findings in the present investigation and it was therefore concluded that the definitive findings with regard to Ossen MaanShan Steel Wire and Cable Co. Ltd, Maanshan, and Ossen Jiujiang Steel Wire Cable Co. Ltd, Jiujiang are applicable to Ossen Innovation Materials Co. Joint Stock Company Ltd, Maanshan, and Ossen Jiujiang Steel Wire Cable Co. Ltd, Jiujiang.

HAS ADOPTED THIS REGULATION:

Article 1

1. A definitive anti-dumping duty is hereby imposed on imports of not plated or not coated wire of non-alloy steel, wire of non-alloy steel plated or coated with zinc and stranded wire of non-alloy steel whether or not plated or coated with not more than 18 wires, containing by weight 0,6 % or more of carbon, with a maximum cross-sectional dimension exceeding 3 mm, falling within CN codes ex 7217 10 90, ex 7217 20 90, ex 7312 10 61, ex 7312 10 65 and ex 7312 10 69 (TARIC codes 7217 10 90 10, 7217 20 90 10, 7312 10 61 11, 7312 10 61 91, 7312 10 65 11, 7312 10 65 91, 7312 10 69 11 and 7312 10 69 91) and originating in the People's Republic of China.

2. The rate of anti-dumping duty applicable to the net, free-at-Community-frontier price, before duty, of the products described in paragraph 1 and produced by the companies below shall be as follows:

Company	Anti-dumping duty	TARIC additional code
Kiswire Qingdao, Ltd, Qingdao	0 %	A899
Ossen Innovation Materials Co. Joint Stock Company Ltd, Maanshan, and Ossen Jiujiang Steel Wire Cable Co. Ltd, Jiujiang	31,1 %	A952
All other companies	46,2 %	A999

3. The application of the individual duty rate specified for the companies mentioned in paragraph 2 shall be conditional upon presentation to the customs authorities of the Member States of a valid commercial invoice, which shall conform to the requirements set out in the Annex. If no such invoice is presented, the duty rate applicable to all other companies shall apply.

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

Article 2

The amounts secured by way of provisional anti-dumping duties pursuant to Commission Regulation (EC) No 1129/2008 of 14 November 2008 on imports of certain pre- and post-stressing wires and wire strands of non-alloy steel (PSC wires and strands) originating in the People's Republic of China shall be definitively collected. Amounts provisionally secured for goods not covered by Article 1(1) shall be released.

Article 3

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

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

Done at Brussels, 5 May 2009.

For the Council
The President
M. KALOUSEK

ANNEX

A declaration signed by an official of the company, in the following format must appear on the valid commercial invoice referred to in Article 1(3):

1. The name and function of the official of the company which has issued the commercial invoice.
2. The following declaration

'I, the undersigned, certify that the [volume] of PSC wires and strands sold for export to the European Community covered by this invoice was manufactured by (company name and registered seat) (TARIC additional code) in (country concerned). I declare that the information provided in this invoice is complete and correct.

Date and signature'

COMMISSION REGULATION (EC) No 384/2009**of 12 May 2009****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 Council Regulation (EC) No 1234/2007 of 22 October 2007 establishing a common organisation of agricultural markets and on specific provisions for certain agricultural products (Single CMO Regulation) ⁽¹⁾,

Having regard to Commission Regulation (EC) No 1580/2007 of 21 December 2007 laying down implementing rules for Council Regulations (EC) No 2200/96, (EC) No 2201/96 and (EC) No 1182/2007 in the fruit and vegetable sector ⁽²⁾, and in particular Article 138(1) thereof,

Whereas:

Regulation (EC) No 1580/2007 lays down, pursuant to the outcome of the Uruguay Round multilateral trade negotiations, the criteria whereby the Commission fixes the standard values for imports from third countries, in respect of the products and periods stipulated in Annex XV, Part A thereto,

HAS ADOPTED THIS REGULATION:

Article 1

The standard import values referred to in Article 138 of Regulation (EC) No 1580/2007 are fixed in the Annex hereto.

Article 2

This Regulation shall enter into force on 13 May 2009.

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

Done at Brussels, 12 May 2009.

For the Commission

Jean-Luc DEMARTY

*Director-General for Agriculture and
Rural Development*

⁽¹⁾ OJ L 299, 16.11.2007, p. 1.

⁽²⁾ OJ L 350, 31.12.2007, p. 1.

ANNEX

Standard import values for determining the entry price of certain fruit and vegetables

(EUR/100 kg)

CN code	Third country code ⁽¹⁾	Standard import value
0702 00 00	MA	58,0
	TN	115,0
	TR	103,4
	ZZ	92,1
0707 00 05	JO	155,5
	MA	41,9
	TR	135,2
	ZZ	110,9
0709 90 70	JO	216,7
	TR	116,7
	ZZ	166,7
0805 10 20	EG	45,7
	IL	55,7
	MA	41,0
	TN	49,2
	TR	94,0
	US	68,2
	ZZ	59,0
0805 50 10	TR	50,9
	ZA	54,1
	ZZ	52,5
0808 10 80	AR	79,1
	BR	69,9
	CA	127,2
	CL	81,8
	CN	93,5
	NZ	102,9
	US	131,8
	UY	71,7
	ZA	81,4
	ZZ	93,3

⁽¹⁾ Nomenclature of countries laid down by Commission Regulation (EC) No 1833/2006 (OJ L 354, 14.12.2006, p. 19). Code 'ZZ' stands for 'of other origin'.

COMMISSION REGULATION (EC) No 385/2009**of 7 May 2009****replacing Annex IX to Directive 2007/46/EC of the European Parliament and of the Council establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (Framework Directive)****(Text with EEA relevance)**

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (Framework Directive) ⁽¹⁾, and in particular Article 39 (2) thereof,

Whereas:

- (1) Directive 2007/46/EC establishes a harmonised framework containing the administrative provisions and general technical requirements for all new vehicles. In particular, it includes the obligation for the vehicle manufacturer in his capacity as the holder of a Community type-approval to deliver a certificate of conformity to accompany each vehicle that is manufactured in conformity with the Community legislation on type-approval.
- (2) The certificate of conformity, the template of which is set out in Annex IX to Directive 2007/46/EC, constitutes an official statement delivered to the buyer of the vehicle that a particular vehicle has been built in conformity with the requirements set out by Community type-approval legislation.
- (3) It is necessary to ensure that the information contained in the certificate of conformity is comprehensible for the consumers and economic operators involved. The template of the certificate of conformity should include all technical information which is of relevance for the authorities of the Member States to allow vehicles to be put into service.
- (4) Since the adoption of Commission Directive 2001/116/EC of 20 December 2001 adapting to technical progress Council Directive 70/156/EEC on the approximation of the laws of the Member States relating to the type-approval of motor vehicles and their trailers ⁽²⁾, the template of the certificate of conformity

has never been updated. It is therefore appropriate to update it in the light of the numerous substantial changes brought by Directive 2007/46/EC which will introduce EC whole vehicle type approval for commercial vehicles as from 29 April 2009.

- (5) Moreover, under Council Directive 1999/37/EC of 29 April 1999 on the registration documents for vehicles ⁽³⁾, the registration authorities of the Member States have to receive reliable technical information for the purposes of registering for the first time new vehicles in the territory of the Community. The technical data contained in the certificate of conformity constitute an adequate source of information which can be used for the purposes of registration. In order to reduce administrative burden for the European citizens, in the light of the principles enshrined in the communications from the Commission entitled Action Plan 'Simplifying and improving the regulatory environment' ⁽⁴⁾ and Action Programme for 'Reducing administrative burdens in the European Union' ⁽⁵⁾, it is appropriate that the certificate of conformity contains also all information required pursuant to Directive 1999/37/EC.
- (6) It is appropriate in view of ensuring the proper operation of the Community type-approval process to update the Annexes to Directive 2007/46/EC in order to adapt them to the development of scientific and technical knowledge.
- (7) Annex IX to Directive 2007/46/EC should be replaced accordingly.
- (8) The implementation of a new management system for collecting all data which are to be mentioned in the certificate of conformity requires appropriate arrangements to be put in place by the vehicle manufacturer. Therefore, a sufficient transitional period should be provided during which the previous models of the certificate of conformity may continue to be used.
- (9) The measures provided for in this Regulation are in accordance with the opinion of the Technical Committee — Motor Vehicles,

⁽¹⁾ OJ L 263, 9.10.2007, p. 1.

⁽²⁾ OJ L 18, 21.1.2002, p. 1.

⁽³⁾ OJ L 138, 1.6.1999, p. 57.

⁽⁴⁾ COM(2002) 278 final.

⁽⁵⁾ COM(2007) 23 final.

HAS ADOPTED THIS REGULATION:

Article 1

Annex IX to Directive 2007/46/EC is replaced by the Annex to this Regulation.

Article 2

Until 29 April 2010, manufacturers may deliver certificates of conformity which are in accordance with the template as set out in Annex IX to Council Directive 70/156/EEC ⁽¹⁾.

Article 3

This Regulation shall enter into force on the 29 April 2009.

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

Done at Brussels, 7 May 2009.

For the Commission
Günter VERHEUGEN
Vice-President

⁽¹⁾ OJ L 42, 23.2.1970, p. 1.

ANNEX

‘ANNEX IX

EC CERTIFICATE OF CONFORMITY**0. OBJECTIVES**

The certificate of conformity is a statement delivered by the vehicle manufacturer to the buyer in order to assure him that the vehicle he has acquired complies with the legislation in force in the European Union at the time it was produced.

The certificate of conformity also serves the purpose to enable the competent authorities of the Member States to register vehicles without having to require the applicant to supply additional technical documentation.

For these purposes, the certificate of conformity has to include:

- (a) the Vehicle Identification Number;
- (b) the exact technical characteristics of the vehicle (i.e. it is not permitted to mention any range of value in the various entries).

1. GENERAL DESCRIPTION**1.1. The certificate of conformity shall consist of two parts.**

- (a) SIDE 1, which consists of a statement of compliance by the manufacturer. The same template is common to all vehicle categories.
- (b) SIDE 2, which is a technical description of the main characteristics of the vehicle. The template of side 2 is adapted to each specific vehicle category.

1.2. The certificate of conformity shall be established in a maximum format A4 (210 × 297 mm) or a folder of maximum format A4.**1.3. Without prejudice to the provisions in Section O(b), the values and units indicated in the second part shall be those given in the type-approval documentation of the relevant regulatory acts. In case of conformity of production checks the values shall be verified according to the methods laid down in the relevant regulatory acts. The tolerances allowed in those regulatory acts shall be taken into account.****2. SPECIAL PROVISIONS****2.1. Model A of the certificate of conformity (complete vehicle) shall cover vehicles which can be used on the road without requiring any further stage for their approval.****2.2. Model B of the certificate of conformity (completed vehicles) shall cover vehicles which have undergone a further stage for their approval.**

This is the normal result of the multi-stage approval process (e.g. a bus built by a second stage manufacturer on a chassis built by a vehicle manufacturer).

The additional features added during the multi-stage process shall be described briefly.

2.3. Model C of the certificate of conformity (incomplete vehicles) shall cover vehicles which need a further stage for their approval (e.g. truck chassis).

Except for tractors for semi-trailers, certificates of conformity covering chassis-cab vehicles belonging to category N shall be of Model C.

PART I

COMPLETE AND COMPLETED VEHICLES

MODEL A1 — SIDE 1

COMPLETE VEHICLES

EC CERTIFICATE OF CONFORMITY

Side 1

The undersigned [.....(*Full name and position*)] hereby certifies that the vehicle:

0.1. Make (Trade name of manufacturer):

0.2. Type:

Variant ^(a):

Version ^(a):

0.2.1. Commercial name:

0.4. Vehicle category:

0.5. Name and address of manufacturer:

0.6. Location and method of attachment of the statutory plates:

Location of the vehicle identification number:

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

0.10. Vehicle identification number:

conforms in all respects to the type described in approval (... *type-approval number including extension number*) issued on
(.....*date of issue*) and

can be permanently registered in Member States having right/left ^(b) hand traffic and using metric/imperial ^(c) units for the
speedometer ^(d).

(Place) (Date): ...

(Signature):

MODEL A2 — SIDE 1

COMPLETE VEHICLES TYPE-APPROVED IN SMALL SERIES

[Year]	[Sequential number]
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EC CERTIFICATE OF CONFORMITY

Side 1

The undersigned [.....(*Full name and position*)] hereby certifies that the vehicle:

0.1. Make (Trade name of manufacturer):

0.2. Type:

Variant ^(a):

Version ^(a):

0.2.1. Commercial name:

0.4. Vehicle category:

0.5. Name and address of manufacturer:

0.6. Location and method of attachment of the statutory plates:

Location of the vehicle identification number:

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

0.10. Vehicle identification number:

conforms in all respects to the type described in approval (... *type-approval number including extension number*) issued on
(.....*date of issue*) and

can be permanently registered in Member States having right/left ^(b) hand traffic and using metric/imperial ^(c) units for the
speedometer ^(d).

(Place) (Date): ...

(Signature):

MODEL B — SIDE 1

COMPLETED VEHICLES

EC CERTIFICATE OF CONFORMITY

Side 1

The undersigned [.....(*Full name and position*)] hereby certifies that the vehicle:

0.1. Make (Trade name of the manufacturer):

0.2. Type:

Variant ^(a):

Version ^(a):

0.2.1. Commercial name:

0.4. Vehicle category:

0.5. Name and address of the manufacturer:

0.6. Location and method of attachment of the statutory plates:

Location of the vehicle identification number:

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

0.10. Vehicle identification number:

(a) has been completed and altered ⁽¹⁾ as follows: and

(b) conforms in all respects to the type described in approval (... *type-approval number including extension number*) issued on (..... *date of issue*) and

(c) can be permanently registered in Member States having right/left ^(b) hand traffic and using metric/imperial ^(c) units for the speedometer ^(d).

(Place) (Date): ...

(Signature):

Attachments: Certificate of conformity delivered at each previous stage.

SIDE 2

VEHICLE CATEGORY M₁

(complete and completed vehicles)

Side 2**General construction characteristics**

1. Number of axles: and wheels:
3. Powered axles (number, position, interconnection):

Main dimensions

4. Wheelbase (^e): mm
- 4.1. Axle spacing: 1-2: ... mm 2-3: ... mm 3-4: ... mm
5. Length: mm
6. Width: mm
7. Height: mm

Masses

13. Mass of the vehicle in running order: kg (^f)
16. Technically permissible maximum masses
- 16.1. Technically permissible maximum laden mass: kg
- 16.2. Technically permissible mass on each axle: 1. kg 2. kg 3. kg etc.
- 16.4. Technically permissible maximum mass of the combination: kg
18. Technically permissible maximum towable mass in case of:
- 18.1. Drawbar trailer: kg
- 18.3. Centre-axle trailer: kg
- 18.4. Unbraked trailer: kg
19. Technically permissible maximum static vertical mass at the coupling point: kg

Power plant

20. Manufacturer of the engine:
21. Engine code as marked on the engine:
22. Working principle:
23. Pure electric: yes/no (¹)
- 23.1. Hybrid [electric] vehicle: yes/no (¹)
24. Number and arrangement of cylinders:
25. Engine capacity: cm³

26. Fuel: Diesel/petrol/LPG/NG — Biomethane/Ethanol/Biodiesel/Hydrogen ⁽¹⁾

26.1. Mono fuel/Bi fuel/Flex fuel ⁽¹⁾

27. Maximum net power ⁽⁸⁾: kW at min⁻¹ or maximum continuous rated power (electric motor) kW ⁽¹⁾

Maximum speed

29. Maximum speed: km/h

Axles and suspension

30. Axle(s) track: 1. mm 2. mm 3. mm

35. Tyre/wheel combination ^(h):

Brakes

36. Trailer brake connections mechanical/electric/pneumatic/hydraulic ⁽¹⁾

Bodywork

38. Code for bodywork ⁽ⁱ⁾:

40. Colour of vehicle ^(j):

41. Number and configuration of doors:

42. Number of seating positions (including the driver) ^(h):

42.1. Seat(s) designated for use only when the vehicle is stationary:

42.3. Number of wheelchair user accessible position:

Environmental performances

46. Sound level

Stationary: dB(A) at engine speed: min⁻¹

Drive-by: dB(A)

47. Exhaust emission level ^(l): Euro

48. Exhaust emissions ^(m):

Number of the base regulatory act and latest amending regulatory act applicable:

1.1. test procedure: Type I or ESC ⁽¹⁾

CO: HC: NO_x: HC + NO_x: Particulates:

Smoke opacity (ELR): (m⁻¹)

1.2. test procedure: Type I (Euro 5 or 6 ⁽¹⁾)

CO: THC: NMHC: NO_x: THC + NO_x: Particulates (mass):
Particulates (number):

2. test procedure: ETC (if applicable)

CO: NO_x: NMHC: THC: CH₄: Particulates:

48.1. Smoke corrected absorption coefficient: (m⁻¹)

49. CO₂ emissions/fuel consumption/electric energy consumption ^(m):

1. all power train except pure electric vehicles

	CO ₂ emissions	Fuel consumption
Urban conditions:	 g/km	 l/100 km/m ³ /100 km ⁽¹⁾
Extra-urban conditions:	 g/km	 l/100 km/m ³ /100 km ⁽¹⁾
Combined:	 g/km	 l/100 km/m ³ /100 km ⁽¹⁾
Weighted, combined	 g/km	 l/100 km

2. pure electric vehicles and OVC hybrid electric vehicles

Electric energy consumption (weighted, combined ⁽¹⁾) Wh/km

Electric range km

Miscellaneous

51. For special purpose vehicles: designation in accordance with Annex II Section 5:

52. Remarks ⁽ⁿ⁾:

SIDE 2

VEHICLE CATEGORY M₂

(complete and completed vehicles)

Side 2**General construction characteristics**

1. Number of axles: and wheels:
- 1.1. Number and position of axles with twin wheels:
2. Steered axles (number, position):
3. Powered axles (number, position, interconnection):

Main dimensions

4. Wheelbase (^e): mm
- 4.1. Axle spacing: 1-2: ... mm 2-3: ... mm 3-4: ... mm
5. Length: mm
6. Width: mm
7. Height: mm
9. Distance between the front end of the vehicle and the centre of the coupling device: mm
12. Rear overhang: mm

Masses

13. Mass of the vehicle in running order: kg (^f)
- 13.1. Distribution of this mass amongst the axles: 1. kg 2. kg 3. kg etc.
16. Technically permissible maximum masses
- 16.1. Technically permissible maximum laden mass: kg
- 16.2. Technically permissible mass on each axle: 1. kg 2. kg 3. kg etc.
- 16.3. Technically permissible mass on each axle group: 1. kg 2. kg 3. kg etc.
- 16.4. Technically permissible maximum mass of the combination: kg
17. Intended registration/in service maximum permissible masses in national/international traffic (¹)(^o)
- 17.1. Intended registration/in service maximum permissible laden mass: kg
- 17.2. Intended registration/in service maximum permissible laden mass on each axle:
 1. kg 2. kg 3. kg
- 17.3. Intended registration/in service maximum permissible laden mass on each axle group:
 1. kg 2. kg 3. kg
- 17.4. Intended registration/in service maximum permissible mass of the combination: kg

18. Technically permissible maximum towable mass in case of:

18.1. Drawbar trailer: kg

18.3. Centre-axle trailer: kg

18.4. Unbraked trailer: kg

19. Technically permissible maximum static mass at the coupling point: kg

Power plant

20. Manufacturer of the engine:

21. Engine code as marked on the engine:

22. Working principle:

23. Pure electric: yes/no ⁽¹⁾

23.1. Hybrid [electric] vehicle: yes/no ⁽¹⁾

24. Number and arrangement of cylinders:

25. Engine capacity: cm³

26. Fuel: Diesel/petrol/LPG/NG — Biomethane/Ethanol/Biodiesel/Hydrogen ⁽¹⁾

26.1. Mono fuel/Bi fuel/Flex fuel ⁽¹⁾

27. Maximum net power ⁽⁸⁾: kW at min⁻¹ or maximum continuous rated power (electric motor) kW ⁽¹⁾

28. Gearbox (type):

Maximum speed

29. Maximum speed: km/h

Axles and suspension

30. Axle(s) track: 1. mm 2. mm 3. mm

33. Drive axle(s) fitted with air suspension or equivalent: yes/no ⁽¹⁾

35. Tyre/wheel combination ^(h):

Brakes

36. Trailer brake connections mechanical/electric/pneumatic/hydraulic ⁽¹⁾

37. Pressure in feed line for trailer braking system: bar

Bodywork

38. Code for bodywork ⁽ⁱ⁾:

39. Class of vehicle: class I/Class II/Class III/Class A/Class B ⁽¹⁾

41. Number and configuration of doors:

42. Number of seating positions (including the driver) ^(h):

42.1. Seat(s) designated for use only when the vehicle is stationary:

42.3. Number of wheelchair user accessible position:

43. Number of standing places:

Coupling device

44. Approval number or approval mark of coupling device (if fitted):

45.1. Characteristics values ⁽¹⁾: D: .../ V: .../ S: .../ U: ...

Environmental performances

46. Sound level

Stationary: dB(A) at engine speed: min⁻¹

Drive-by: dB(A)

47. Exhaust emission level ⁽¹⁾: Euro

48. Exhaust emissions ^(m):

Number of the base regulatory act and latest amending regulatory act applicable:

1.1. test procedure: Type I or ESC ⁽¹⁾

CO: HC: NO_x: HC + NO_x: Particulates:

Smoke opacity (ELR): (m⁻¹)

1.2. test procedure: Type I (Euro 5 or 6 ⁽¹⁾)

CO: THC: NMHC: NO_x: THC + NO_x: Particulates (mass):
Particles (number):

2. test procedure: ETC (if applicable)

CO: NO_x: NMHC: THC: CH₄: Particulates:

48.1. Smoke corrected absorption coefficient: (m⁻¹)

Miscellaneous

51. For special purpose vehicles: designation in accordance with Annex II Section 5:

52. Remarks ⁽¹⁾:

SIDE 2

VEHICLE CATEGORY M₃

(complete and completed vehicles)

Side 2**General construction characteristics**

1. Number of axles: and wheels:
- 1.1. Number and position of axles with twin wheels:
2. Steered axles (number, position):
3. Powered axles (number, position, interconnection):

Main dimensions

4. Wheelbase ^(e): mm
- 4.1. Axle spacing: 1-2: ... mm 2-3: ... mm 3-4: ... mm
5. Length: mm
6. Width: mm
7. Height: mm
9. Distance between the front end of the vehicle and the centre of the coupling device: mm
12. Rear overhang: mm

Masses

13. Mass of the vehicle in running order: kg ^(f)
- 13.1. Distribution of this mass amongst the axles: 1. kg 2. kg 3. kg etc.
16. Technically permissible maximum masses
- 16.1. Technically permissible maximum laden mass: kg
- 16.2. Technically permissible mass on each axle: 1. kg 2. kg 3. kg etc.
- 16.3. Technically permissible mass on each axle group: 1. kg 2. kg 3. kg etc.
- 16.4. Technically permissible maximum mass of the combination: kg
17. Intended registration/in service maximum permissible masses in national/international traffic ⁽¹⁾/^(o)
- 17.1. Intended registration/in service maximum permissible laden mass: kg
- 17.2. Intended registration/in service maximum permissible laden mass on each axle:
 1. kg 2. kg 3. kg
- 17.3. Intended registration/in service maximum permissible laden mass on each axle group:
 1. kg 2. kg 3. kg
- 17.4. Intended registration/in service maximum permissible mass of the combination: kg

18. Technically permissible maximum towable mass in case of:

18.1. Drawbar trailer: kg

18.3. Centre-axle trailer: kg

18.4. Unbraked trailer: kg

19. Technically permissible maximum static mass at the coupling point: kg

Power plant

20. Manufacturer of the engine:

21. Engine code as marked on the engine:

22. Working principle:

23. Pure electric: yes/no ⁽¹⁾

23.1. Hybrid [electric] vehicle: yes/no ⁽¹⁾

24. Number and arrangement of cylinders:

25. Engine capacity: cm³

26. Fuel: Diesel/petrol/LPG/NG — Biomethane/Ethanol/Biodiesel/Hydrogen ⁽¹⁾

26.1. Mono fuel/Bi fuel/Flex fuel ⁽¹⁾

27. Maximum net power ⁽⁸⁾: kW at min⁻¹ or maximum continuous rated power
(electric motor) kW ⁽¹⁾

28. Gearbox (type):

Maximum speed

29. Maximum speed: km/h

Axles and suspension

30.1. Track of each steered axle: mm

30.2. Track of all other axles: mm

32. Position of loadable axle(s):

33. Drive axle(s) fitted with air suspension or equivalent: yes/no ⁽¹⁾

35. Tyre/wheel combination ^(h):

Brakes

36. Trailer brake connections mechanical/electric/pneumatic/hydraulic ⁽¹⁾

37. Pressure in feed line for trailer braking system: bar

Bodywork

38. Code for bodywork ⁽ⁱ⁾:

39. Class of vehicle: class I/Class II/Class III/Class A/Class B ⁽¹⁾

41. Number and configuration of doors:

42. Number of seating positions (including the driver) ^(k):

42.1. Seat(s) designated for use only when the vehicle is stationary:

42.2. Number of passenger seating positions: (lower deck) (upper deck) (including the driver)

42.3. Number of wheelchair user accessible position:

43. Number of standing places:

Coupling device

44. Approval number or approval mark of coupling device (if fitted):

45.1. Characteristics values ^(l): D: .../ V: .../ S: .../ U: ...

Environmental performances

46. Sound level

Stationary: dB(A) at engine speed: min⁻¹

Drive-by: dB(A)

47. Exhaust emission level ^(l): Euro

48. Exhaust emissions ^(m):

Number of the base regulatory act and latest amending regulatory act applicable:

1. test procedure: Type I or ESC ^(l)

CO: HC: NO_x: HC + NO_x: Particulates:

Smoke opacity (ELR): (m⁻¹)

2. test procedure: ETC (if applicable)

CO: NO_x: NMHC: THC: CH₄: Particulates:

48.1. Smoke corrected absorption coefficient: (m⁻¹)

Miscellaneous

51. For special purpose vehicles: designation in accordance with Annex II Section 5:

52. Remarks ⁽ⁿ⁾:

SIDE 2

VEHICLE CATEGORY N₁

(complete and completed vehicles)

Side 2**General construction characteristics**

1. Number of axles: and wheels:
- 1.1. Number and position of axles with twin wheels:
3. Powered axles (number, position, interconnection):

Main dimensions

4. Wheelbase (°): mm
- 4.1. Axle spacing: 1-2: ... mm 2-3: ... mm 3-4: ... mm
5. Length: mm
6. Width: mm
7. Height: mm
8. Fifth wheel lead for semi-trailer towing vehicle (maximum and minimum): mm
9. Distance between the front end of the vehicle and the centre of the coupling device: mm
11. Length of the loading area: mm

Masses

13. Mass of the vehicle in running order: kg ^(f)
- 13.1. Distribution of this mass amongst the axles: 1. kg 2. kg 3. kg
16. Technically permissible maximum masses
- 16.1. Technically permissible maximum laden mass: kg
- 16.2. Technically permissible mass on each axle: 1. kg 2. kg 3. kg etc.
- 16.4. Technically permissible maximum mass of the combination: kg
18. Technically permissible maximum towable mass in case of:
- 18.1. Drawbar trailer: kg
- 18.2. Semi-trailer: kg
- 18.3. Centre-axle trailer: kg
- 18.4. Unbraked trailer: kg
19. Technically permissible maximum static mass at the coupling point: kg

Power plant

20. Manufacturer of the engine:
21. Engine code as marked on the engine:
22. Working principle:

23. Pure electric: yes/no ⁽¹⁾
- 23.1. Hybrid [electric] vehicle: yes/no ⁽¹⁾
24. Number and arrangement of cylinders:
25. Engine capacity: cm³
26. Fuel: Diesel/petrol/LPG/NG — Biomethane/Ethanol/Biodiesel/Hydrogen ⁽¹⁾
- 26.1. Mono fuel/Bi fuel/Flex fuel ⁽¹⁾
27. Maximum net power ⁽⁸⁾: kW at min⁻¹ or maximum continuous rated power (electric motor) kW ⁽¹⁾
28. Gearbox (type):

Maximum speed

29. Maximum speed: km/h

Axles and suspension

30. Axle(s) track: 1. mm 2. mm 3. mm
35. Tyre/wheel combination ^(h):

Brakes

36. Trailer brake connections mechanical/electric/pneumatic/hydraulic ⁽¹⁾
37. Pressure in feed line for trailer braking system: bar

Bodywork

38. Code for bodywork ⁽ⁱ⁾:
40. Colour of vehicle ^(j):
41. Number and configuration of doors:
42. Number of seating positions (including the driver) ^(k):

Coupling device

44. Approval number or approval mark of coupling device (if fitted):
- 45.1. Characteristics values ⁽¹⁾: D: .../ V: .../ S: .../ U: ...

Environmental performances

46. Sound level
- Stationary: dB(A) at engine speed: min⁻¹
- Drive-by: dB(A)
47. Exhaust emission level ^(l): Euro

48. Exhaust emissions ^(m):

Number of the base regulatory act and latest amending regulatory act applicable:

1.1. test procedure: Type I or ESC ⁽¹⁾CO: HC: NO_x: HC + NO_x: Particulates:Smoke opacity (ELR): (m⁻¹)1.2. test procedure: Type I (Euro 5 or 6 ⁽¹⁾)CO: THC: NMHC: NO_x: THC + NO_x: Particulates (mass):
Particulates (number):

2. test procedure: ETC (if applicable)

CO: NO_x: NMHC: THC: CH₄: Particulates:48.1. Smoke corrected absorption coefficient: (m⁻¹)49. CO₂ emissions/fuel consumption/electric energy consumption ^(m):

1. all power train except pure electric vehicles

	CO ₂ emissions	Fuel consumption
Urban conditions:	 g/km	 l/100 km/m ³ /100 km ⁽¹⁾
Extra-urban conditions:	 g/km	 l/100 km/m ³ /100 km ⁽¹⁾
Combined:	 g/km	 l/100 km/m ³ /100 km ⁽¹⁾
Weighted, combined	 g/km	 l/100 km

2. pure electric vehicles and OVC hybrid electric vehicles

Electric energy consumption (weighted, combined ⁽¹⁾) Wh/km

Electric range km

Miscellaneous50. Type-approved according to the design requirements for transporting dangerous goods: yes/class(es):
...../no ⁽¹⁾:

51. For special purpose vehicles: designation in accordance with Annex II Section 5:

52. Remarks ⁽ⁿ⁾:

SIDE 2

VEHICLE CATEGORY N₂

(complete and completed vehicles)

Side 2**General construction characteristics**

1. Number of axles: and wheels:
- 1.1. Number and position of axles with twin wheels:
2. Steered axles (number, position):
3. Powered axles (number, position, interconnection):

Main dimensions

4. Wheelbase (°): mm
- 4.1. Axle spacing: 1-2: ... mm 2-3: ... mm 3-4: ... mm
5. Length: mm
6. Width: mm
8. Fifth wheel lead for semi-trailer towing vehicle (maximum and minimum): mm
9. Distance between the front end of the vehicle and the centre of the coupling device: mm
11. Length of the loading area: mm
12. Rear overhang: mm

Masses

13. Mass of the vehicle in running order: kg ^(f)
- 13.1. Distribution of this mass amongst the axles: 1. kg 2. kg 3. kg
16. Technically permissible maximum masses
- 16.1. Technically permissible maximum laden mass: kg
- 16.2. Technically permissible mass on each axle: 1. kg 2. kg 3. kg etc.
- 16.3. Technically permissible mass on each axle group: 1. kg 2. kg 3. kg etc.
- 16.4. Technically permissible maximum mass of the combination: kg
17. Intended registration/in service maximum permissible masses in national/international traffic ⁽¹⁾/_(°)
- 17.1. Intended registration/in service maximum permissible laden mass: kg
- 17.2. Intended registration/in service maximum permissible laden mass on each axle:
 1. kg 2. kg 3. kg
- 17.3. Intended registration/in service maximum permissible laden mass on each axle group:
 1. kg 2. kg 3. kg
- 17.4. Intended registration/in service maximum permissible mass of the combination: kg

18. Technically permissible maximum towable mass in case of:

18.1. Drawbar trailer: kg

18.2. Semi-trailer: kg

18.3. Centre-axle trailer: kg

18.4. Unbraked trailer: kg

19. Technically permissible maximum static mass at the coupling point: kg

Power plant

20. Manufacturer of the engine:

21. Engine code as marked on the engine:

22. Working principle:

23. Pure electric: yes/no ⁽¹⁾

23.1. Hybrid [electric] vehicle: yes/no ⁽¹⁾

24. Number and arrangement of cylinders:

25. Engine capacity: cm³

26. Fuel: Diesel/petrol/LPG/NG — Biomethane/Ethanol/Biodiesel/Hydrogen ⁽¹⁾

26.1. Mono fuel/Bi fuel/Flex fuel ⁽¹⁾

27. Maximum net power ⁽⁸⁾: kW at min⁻¹ or maximum continuous rated power
(electric motor) kW ⁽¹⁾

28. Gearbox (type):

Maximum speed

29. Maximum speed: km/h

Axles and suspension

31. Position of retractable axle(s):

32. Position of loadable axle(s):

33. Drive axle(s) fitted with air suspension or equivalent: yes/no ⁽¹⁾

35. Tyre/wheel combination ^(h):

Brakes

36. Trailer brake connections mechanical/electric/pneumatic/hydraulic ⁽¹⁾

37. Pressure in feed line for trailer braking system: bar

Bodywork

38. Code for bodywork ⁽ⁱ⁾:

41. Number and configuration of doors:

42. Number of seating positions (including the driver) ^(h):

Coupling device

44. Approval number or approval mark of coupling device (if fitted):

45.1. Characteristics values ⁽¹⁾: D: .../ V: .../ S: .../ U: ...

Environmental performances

46. Sound level

Stationary: dB(A) at engine speed: min⁻¹

Drive-by: dB(A)

47. Exhaust emission level ⁽¹⁾: Euro

48. Exhaust emissions ^(m):

Number of the base regulatory act and latest amending regulatory act applicable:

1.1. test procedure: Type I or ESC ⁽¹⁾

CO: HC: NO_x: HC + NO_x: Particulates:

Smoke opacity (ELR): (m⁻¹)

1.2. test procedure: Type I (Euro 5 or 6 ⁽¹⁾)

CO: THC: NMHC: NO_x: THC + NO_x: Particulates (mass):
 Particles (number):

2. test procedure: ETC (if applicable)

CO: NO_x: NMHC: THC: CH₄: Particulates:

48.1. Smoke corrected absorption coefficient: (m⁻¹)

Miscellaneous

50. Type-approved according to the design requirements for transporting dangerous goods: yes/class(es):
/no ⁽¹⁾:

51. For special purpose vehicles: designation in accordance with Annex II Section 5:

52. Remarks ⁽¹⁾:

SIDE 2

VEHICLE CATEGORY N₃

(complete and completed vehicles)

Side 2**General construction characteristics**

1. Number of axles: and wheels:
- 1.1. Number and position of axles with twin wheels:
2. Steered axles (number, position):
3. Powered axles (number, position, interconnection):

Main dimensions

4. Wheelbase (°): mm
- 4.1. Axle spacing: 1-2: ... mm 2-3: ... mm 3-4: ... mm
5. Length: mm
6. Width: mm
8. Fifth wheel lead for semi-trailer towing vehicle (maximum and minimum): mm
9. Distance between the front end of the vehicle and the centre of the coupling device: mm
11. Length of the loading area: mm
12. Rear overhang: mm

Masses

13. Mass of the vehicle in running order: kg ^(f)
- 13.1. Distribution of this mass amongst the axles: 1. kg 2. kg 3. kg
16. Technically permissible maximum masses
- 16.1. Technically permissible maximum laden mass: kg
- 16.2. Technically permissible mass on each axle: 1. kg 2. kg 3. kg etc.
- 16.3. Technically permissible mass on each axle group: 1. kg 2. kg 3. kg etc.
- 16.4. Technically permissible maximum mass of the combination: kg
17. Intended registration/in service maximum permissible masses in national/international traffic ⁽¹⁾/_(°)
- 17.1. Intended registration/in service maximum permissible laden mass: kg
- 17.2. Intended registration/in service maximum permissible laden mass on each axle:
 1. kg 2. kg 3. kg
- 17.3. Intended registration/in service maximum permissible laden mass on each axle group:
 1. kg 2. kg 3. kg
- 17.4. Intended registration/in service maximum permissible mass of the combination: kg

18. Technically permissible maximum towable mass in case of:

18.1. Drawbar trailer: kg

18.2. Semi-trailer: kg

18.3. Centre-axle trailer: kg

18.4. Unbraked trailer: kg

19. Technically permissible maximum static mass at the coupling point: kg

Power plant

20. Manufacturer of the engine:

21. Engine code as marked on the engine:

22. Working principle:

23. Pure electric: yes/no ⁽¹⁾

23.1. Hybrid [electric] vehicle: yes/no ⁽¹⁾

24. Number and arrangement of cylinders:

25. Engine capacity: cm³

26. Fuel: Diesel/petrol/LPG/NG — Biomethane/Ethanol/Biodiesel/Hydrogen ⁽¹⁾

26.1. Mono fuel/Bi fuel/Flex fuel ⁽¹⁾

27. Maximum net power ⁽⁸⁾: kW at min⁻¹ or maximum continuous rated power
(electric motor) kW ⁽¹⁾

28. Gearbox (type):

Maximum speed

29. Maximum speed: km/h

Axles and suspension

31. Position of retractable axle(s):

32. Position of loadable axle(s):

33. Drive axle(s) fitted with air suspension or equivalent: yes/no ⁽¹⁾

35. Tyre/wheel combination ^(h):

Brakes

36. Trailer brake connections mechanical/electric/pneumatic/hydraulic ⁽¹⁾

37. Pressure in feed line for trailer braking system: bar

Bodywork

38. Code for bodywork ⁽ⁱ⁾:

41. Number and configuration of doors:

42. Number of seating positions (including the driver) ^(k):

Coupling device

44. Approval number or approval mark of coupling device (if fitted):

45.1. Characteristics values ⁽¹⁾: D: .../ V: .../ S: .../ U: ...

Environmental performances

46. Sound level

Stationary: dB(A) at engine speed: min⁻¹

Drive-by: dB(A)

47. Exhaust emission level ⁽¹⁾: Euro

48. Exhaust emissions ^(m):

Number of the base regulatory act and latest amending regulatory act applicable:

1. test procedure: Type I or ESC ⁽¹⁾

CO: HC: NO_x: HC + NO_x: Particulates:

Smoke opacity (ELR): (m⁻¹)

2. test procedure: ETC (if applicable)

CO: NO_x: NMHC: THC: CH₄: Particulates:

48.1. Smoke corrected absorption coefficient: (m⁻¹)

Miscellaneous

50. Type-approved according to the design requirements for transporting dangerous goods: yes/class(es):
...../no ⁽¹⁾:

51. For special purpose vehicles: designation in accordance with Annex II Section 5:

52. Remarks ⁽ⁿ⁾:

SIDE 2

VEHICLE CATEGORIES O₁ AND O₂

(complete and completed vehicles)

Side 2**General construction characteristics**

1. Number of axles: and wheels:
- 1.1. Number and position of axles with twin wheels:

Main dimensions

4. Wheelbase (°): mm
- 4.1. Axle spacing: 1-2: ... mm 2-3: ... mm 3-4: ... mm
5. Length: mm
6. Width: mm
7. Height: mm
10. Distance between the centre of the coupling device and the rear end of the vehicle: mm
11. Length of the loading area: mm
12. Rear overhang: mm

Masses

13. Mass of the vehicle in running order: kg ^(f)
- 13.1. Distribution of this mass amongst the axles: 1. kg 2. kg 3. kg
16. Technically permissible maximum masses
- 16.1. Technically permissible maximum laden mass: kg
- 16.2. Technically permissible mass on each axle: 1. kg 2. kg 3. kg etc.
- 16.3. Technically permissible mass on each axle group: 1. kg 2. kg 3. kg etc.
19. Technically permissible maximum static mass on the coupling point of a semi-trailer or centre-axle trailer: kg

Maximum speed

29. Maximum speed: km/h

Axles and suspension

- 30.1. Track of each steered axle: mm
- 30.2. Track of all other axles: mm
31. Position of retractable axle(s):
32. Position of loadable axle(s):
34. Axle(s) fitted with air suspension or equivalent: yes/no ^(l)
35. Tyre/wheel combination ^(h):

Brakes

36. Trailer brake connections mechanical/electric/pneumatic/hydraulic ⁽¹⁾

Bodywork

38. Code for bodywork ⁽ⁱ⁾:

Coupling device

44. Approval number or approval mark of coupling device (if fitted):

45.1. Characteristics values ⁽¹⁾: D: .../ V: .../ S: .../ U: ...

Miscellaneous

50. Type-approved according to the design requirements for transporting dangerous goods: yes/class(es):
...../no ⁽¹⁾:

51. For special purpose vehicles: designation in accordance with Annex II Section 5:

52. Remarks ⁽ⁿ⁾:

SIDE 2

VEHICLE CATEGORIES O₃ AND O₄

(complete and completed vehicles)

Side 2**General construction characteristics**

1. Number of axles: and wheels:
- 1.1. Number and position of axles with twin wheels:
2. Steered axles (number, position):

Main dimensions

4. Wheelbase (°): mm
- 4.1. Axle spacing: 1-2: ... mm 2-3: ... mm 3-4: ... mm
5. Length: mm
6. Width: mm
7. Height: mm
10. Distance between the centre of the coupling device and the rear end of the vehicle: mm
11. Length of the loading area: mm
12. Rear overhang: mm

Masses

13. Mass of the vehicle in running order: kg ^(f)
- 13.1. Distribution of this mass amongst the axles: 1. kg 2. kg 3. kg
16. Technically permissible maximum masses
- 16.1. Technically permissible maximum laden mass: kg
- 16.2. Technically permissible mass on each axle: 1. kg 2. kg 3. kg etc.
- 16.3. Technically permissible mass on each axle group: 1. kg 2. kg 3. kg etc.
17. Intended registration/in service maximum permissible masses in national/international traffic ⁽¹⁾/^(o)
- 17.1. Intended registration/in service maximum permissible laden mass: kg
- 17.2. Intended registration/in service maximum permissible laden mass on each axle:
 1. kg 2. kg 3. kg
- 17.3. Intended registration/in service maximum permissible laden mass on each axle group:
 1. kg 2. kg 3. kg
19. Technically permissible maximum static mass on the coupling point of a semi-trailer or centre-axle trailer: kg

Maximum speed

29. Maximum speed: km/h

Axles and suspension

31. Position of retractable axle(s):
32. Position of loadable axle(s):
34. Axle(s) fitted with air suspension or equivalent: yes/no ⁽¹⁾
35. Tyre/wheel combination ^(h):

Brakes

36. Trailer brake connections mechanical/electric/pneumatic/hydraulic ⁽¹⁾

Bodywork

38. Code for bodywork ⁽ⁱ⁾:

Coupling device

44. Approval number or approval mark of coupling device (if fitted):
- 45.1. Characteristics values ⁽¹⁾: D: .../ V: .../ S: .../ U: ...

Miscellaneous

50. Type-approved according to the design requirements for transporting dangerous goods: yes/class(es):
...../no ⁽¹⁾:
51. For special purpose vehicles: designation in accordance with Annex II Section 5:
52. Remarks ⁽ⁿ⁾:

PART II

INCOMPLETE VEHICLES

MODEL C1 — SIDE 1

INCOMPLETE VEHICLES

EC CERTIFICATE OF CONFORMITY

Side 1

The undersigned [.....(*Full name and position*)] hereby certifies that the vehicle:

0.1. Make (Trade name of manufacturer):

0.2. Type:

Variant ^(a):

Version ^(a):

0.2.1. Commercial name:

0.4. Vehicle category:

0.5. Name and address of manufacturer:

0.6. Location and method of attachment of the statutory plates:

Location of the vehicle identification number:

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

0.10. Vehicle identification number:

conforms in all respects to the type described in approval (... *type-approval number including extension number*) issued on
(..... *date of issue*) and

cannot be permanently registered without further approvals.

(Place) (Date): ...

(Signature):

MODEL C2 — SIDE 1
INCOMPLETE VEHICLES TYPE-APPROVED IN SMALL SERIES

[Year]	[Sequential number]
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EC CERTIFICATE OF CONFORMITY

Side 1

The undersigned [.....(*Full name and position*)] hereby certifies that the vehicle:

0.1. Make (Trade name of manufacturer):

0.2. Type:

Variant ^(a):

Version ^(a):

0.2.1. Commercial name:

0.4. Vehicle category:

0.5. Name and address of manufacturer:

0.6. Location and method of attachment of the statutory plates:

Location of the vehicle identification number:

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

0.10. Vehicle identification number:

conforms in all respects to the type described in approval (... *type-approval number including extension number*) issued on
(..... *date of issue*) and

cannot be permanently registered without further approvals.

(Place) (Date): ...

(Signature):

SIDE 2

VEHICLE CATEGORY M₁

(incomplete vehicles)

Side 2**General construction characteristics**

1. Number of axles: and wheels:
3. Powered axles (number, position, interconnection):

Main dimensions

4. Wheelbase (°): mm
- 4.1. Axle spacing: 1-2: ... mm 2-3: ... mm 3-4: ... mm
- 5.1. Maximum permissible length: mm
- 6.1. Maximum permissible width: mm
- 7.1. Maximum permissible height: mm
- 12.1. Maximum permissible rear overhang: mm

Masses

14. Mass of the incomplete vehicle in running order: kg ^(f)
- 14.1. Distribution of this mass amongst the axles: 1. kg 2. kg 3. kg
15. Minimum mass of the vehicle when completed: kg
- 15.1. Distribution of this mass amongst the axles: 1. kg 2. kg 3. kg
16. Technically permissible maximum masses
- 16.1. Technically permissible maximum laden mass: kg
- 16.2. Technically permissible mass on each axle: 1. kg 2. kg 3. kg etc.
- 16.4. Technically permissible maximum mass of the combination: kg
18. Technically permissible maximum towable mass in case of:
- 18.1. Drawbar trailer: kg
- 18.3. Centre-axle trailer: kg
- 18.4. Unbraked trailer: kg
19. Technically permissible maximum static vertical mass at the coupling point: kg

Power plant

20. Manufacturer of the engine:
21. Engine code as marked on the engine:
22. Working principle:
23. Pure electric: yes/no ⁽¹⁾
- 23.1. Hybrid [electric] vehicle: yes/no ⁽¹⁾

24. Number and arrangement of cylinders:

25. Engine capacity: cm^3

26. Fuel: Diesel/petrol/LPG/NG — Biomethane/Ethanol/Biodiesel/Hydrogen ⁽¹⁾

26.1. Mono fuel/Bi fuel/Flex fuel ⁽¹⁾

27. Maximum net power ⁽⁸⁾: kW at min^{-1} or maximum continuous rated power (electric motor) kW ⁽¹⁾

Maximum speed

29. Maximum speed: km/h

Axles and suspension

30. Axle(s) track: 1. mm 2. mm 3. mm

35. Tyre/wheel combination ^(h):

Brakes

36. Trailer brake connections mechanical/electric/pneumatic/hydraulic ⁽¹⁾

Bodywork

41. Number and configuration of doors:

42. Number of seating positions (including the driver) ^(h):

Environmental performances

46. Sound level

Stationary: dB(A) at engine speed: min^{-1}

Drive-by: dB(A)

47. Exhaust emission level ⁽ⁱ⁾: Euro

48. Exhaust emissions ^(m):

Number of the base regulatory act and latest amending regulatory act applicable:

1.1. test procedure: Type I or ESC ⁽¹⁾

CO: HC: NO_x : HC + NO_x : Particulates:

Smoke opacity (ELR): (m^{-1})

1.2. test procedure: Type I (Euro 5 or 6 ⁽¹⁾)

CO: THC: NMHC: NO_x : THC + NO_x : Particulates (mass):
 Particles (number):

2. test procedure: ETC (if applicable)

CO: NO_x : NMHC: THC: CH_4 : Particulates:

48.1. Smoke corrected absorption coefficient: (m^{-1})

49. CO₂ emissions/fuel consumption/electric energy consumption ^(m):

1. all power train except pure electric vehicles

	CO ₂ emissions	Fuel consumption
Urban conditions:	 g/km	 l/100 km/m ³ /100 km ⁽¹⁾
Extra-urban conditions:	 g/km	 l/100 km/m ³ /100 km ⁽¹⁾
Combined:	 g/km	 l/100 km/m ³ /100 km ⁽¹⁾
Weighted, combined	 g/km	 l/100 km

2. pure electric vehicles and OVC hybrid electric vehicles

Electric energy consumption (weighted, combined ⁽¹⁾) Wh/km

Electric range km

Miscellaneous

52. Remarks ⁽ⁿ⁾:

SIDE 2

VEHICLE CATEGORY M₂

(incomplete vehicles)

Side 2**General construction characteristics**

1. Number of axles: and wheels:
- 1.1. Number and position of axles with twin wheels:
2. Steered axles (number, position):
3. Powered axles (number, position, interconnection):

Main dimensions

4. Wheelbase (°): mm
- 4.1. Axle spacing: 1-2: ... mm 2-3: ... mm 3-4: ... mm
- 5.1. Maximum permissible length: mm
- 6.1. Maximum permissible width: mm
- 7.1. Maximum permissible height: mm
- 12.1. Maximum permissible rear overhang: mm

Masses

14. Mass of the incomplete vehicle in running order: kg ^(f)
- 14.1. Distribution of this mass amongst the axles: 1. kg 2. kg 3. kg etc.
15. Minimum mass of the vehicle when completed: kg
- 15.1. Distribution of this mass amongst the axles: 1. kg 2. kg 3. kg
16. Technically permissible maximum masses
- 16.1. Technically permissible maximum laden mass: kg
- 16.2. Technically permissible mass on each axle: 1. kg 2. kg 3. kg etc.
- 16.3. Technically permissible mass on each axle group: 1. kg 2. kg 3. kg etc.
- 16.4. Technically permissible maximum mass of the combination: kg
17. Intended registration/in service maximum permissible masses in national/international traffic ⁽¹⁾(^o)
- 17.1. Intended registration/in service maximum permissible laden mass: kg
- 17.2. Intended registration/in service maximum permissible laden mass on each axle:
 1. kg 2. kg 3. kg
- 17.3. Intended registration/in service maximum permissible laden mass on each axle group:
 1. kg 2. kg 3. kg
- 17.4. Intended registration/in service maximum permissible mass of the combination: kg

18. Technically permissible maximum towable mass in case of:

18.1. Drawbar trailer: kg

18.3. Centre-axle trailer: kg

18.4. Unbraked trailer: kg

19. Technically permissible maximum static mass at the coupling point: kg

Power plant

20. Manufacturer of the engine:

21. Engine code as marked on the engine:

22. Working principle:

23. Pure electric: yes/no ⁽¹⁾

23.1. Hybrid [electric] vehicle: yes/no ⁽¹⁾

24. Number and arrangement of cylinders:

25. Engine capacity: cm³

26. Fuel: Diesel/petrol/LPG/NG — Biomethane/Ethanol/Biodiesel/Hydrogen ⁽¹⁾

26.1. Mono fuel/Bi fuel/Flex fuel ⁽¹⁾

27. Maximum net power ⁽⁸⁾: kW at min⁻¹ or maximum continuous rated power
(electric motor) kW ⁽¹⁾

28. Gearbox (type):

Maximum speed

29. Maximum speed: km/h

Axles and suspension

30. Axle(s) track: 1. mm 2. mm 3. mm

33. Drive axle(s) fitted with air suspension or equivalent: yes/no ⁽¹⁾

35. Tyre/wheel combination ^(h):

Brakes

36. Trailer brake connections mechanical/electric/pneumatic/hydraulic ⁽¹⁾

37. Pressure in feed line for trailer braking system: bar

Coupling device

44. Approval number or approval mark of coupling device (if fitted):

45. Type or classes of coupling devices which can be fitted:

45.1. Characteristics values ⁽¹⁾: D: .../ V: .../ S: .../ U: ...

Environmental performances

46. Sound level

Stationary: dB(A) at engine speed: min⁻¹

Drive-by: dB(A)

47. Exhaust emission level ⁽¹⁾: Euro

48. Exhaust emissions ^(m):

Number of the base regulatory act and latest amending regulatory act applicable:

1.1. test procedure: Type I or ESC ⁽¹⁾

CO: HC: NO_x: HC + NO_x: Particulates:

Smoke opacity (ELR): (m⁻¹)

1.2. test procedure: Type I (Euro 5 or 6 ⁽¹⁾)

CO: THC: NMHC: NO_x: THC + NO_x: Particulates (mass):
Particles (number):

2. test procedure: ETC (if applicable)

CO: NO_x: NMHC: THC: CH₄: Particulates:

48.1. Smoke corrected absorption coefficient: (m⁻¹)

Miscellaneous

52. Remarks ⁽ⁿ⁾:

SIDE 2

VEHICLE CATEGORY M₃

(incomplete vehicles)

Side 2**General construction characteristics**

1. Number of axles: and wheels:
- 1.1. Number and position of axles with twin wheels:
2. Steered axles (number, position):
3. Powered axles (number, position, interconnection):

Main dimensions

4. Wheelbase (°): mm
- 4.1. Axle spacing: 1-2: ... mm 2-3: ... mm 3-4: ... mm
- 5.1. Maximum permissible length: mm
- 6.1. Maximum permissible width: mm
- 7.1. Maximum permissible height: mm
- 12.1. Maximum permissible rear overhang: mm

Masses

14. Mass of the incomplete vehicle in running order: kg ^(f)
- 14.1. Distribution of this mass amongst the axles: 1. kg 2. kg 3. kg etc.
15. Minimum mass of the vehicle when completed: kg
- 15.1. Distribution of this mass amongst the axles: 1. kg 2. kg 3. kg
16. Technically permissible maximum masses
- 16.1. Technically permissible maximum laden mass: kg
- 16.2. Technically permissible mass on each axle: 1. kg 2. kg 3. kg etc.
- 16.3. Technically permissible mass on each axle group: 1. kg 2. kg 3. kg etc.
- 16.4. Technically permissible maximum mass of the combination: kg
17. Intended registration/in service maximum permissible masses in national/international traffic ⁽¹⁾/_(°)
- 17.1. Intended registration/in service maximum permissible laden mass: kg
- 17.2. Intended registration/in service maximum permissible laden mass on each axle:
 1. kg 2. kg 3. kg
- 17.3. Intended registration/in service maximum permissible laden mass on each axle group:
 1. kg 2. kg 3. kg
- 17.4. Intended registration/in service maximum permissible mass of the combination: kg

18. Technically permissible maximum towable mass in case of:

18.1. Drawbar trailer: kg

18.3. Centre-axle trailer: kg

18.4. Unbraked trailer: kg

19. Technically permissible maximum static mass at the coupling point: kg

Power plant

20. Manufacturer of the engine:

21. Engine code as marked on the engine:

22. Working principle:

23. Pure electric: yes/no ⁽¹⁾

23.1. Hybrid [electric] vehicle: yes/no ⁽¹⁾

24. Number and arrangement of cylinders:

25. Engine capacity: cm³

26. Fuel: Diesel/petrol/LPG/NG — Biomethane/Ethanol/Biodiesel/Hydrogen ⁽¹⁾

26.1. Mono fuel/Bi fuel/Flex fuel ⁽¹⁾

27. Maximum net power ⁽⁸⁾: kW at min⁻¹ or maximum continuous rated power
(electric motor) kW ⁽¹⁾

28. Gearbox (type):

Maximum speed

29. Maximum speed: km/h

Axles and suspension

30.1. Track of each steered axle: mm

30.2. Track of all other axles: mm

32. Position of loadable axle(s):

33. Drive axle(s) fitted with air suspension or equivalent: yes/no ⁽¹⁾

35. Tyre/wheel combination ^(h):

Brakes

36. Trailer brake connections mechanical/electric/pneumatic/hydraulic ⁽¹⁾

37. Pressure in feed line for trailer braking system: bar

Coupling device

44. Approval number or approval mark of coupling device (if fitted):

45. Types or classes of coupling devices which can be fitted:

45.1. Characteristics values ⁽¹⁾: D: .../ V: .../ S: .../ U: ...

Environmental performances

46. Sound level

Stationary: dB(A) at engine speed: min⁻¹

Drive-by: dB(A)

47. Exhaust emission level ⁽¹⁾: Euro48. Exhaust emissions ^(m):

Number of the base regulatory act and latest amending regulatory act applicable:

1. test procedure: Type I or ESC ⁽¹⁾CO: HC: NO_x: HC + NO_x: Particulates:Smoke opacity (ELR): (m⁻¹)

2. test procedure: ETC (if applicable)

CO: NO_x: NMHC: THC: CH₄: Particulates:48.1. Smoke corrected absorption coefficient: (m⁻¹)**Miscellaneous**52. Remarks ⁽ⁿ⁾:

SIDE 2

VEHICLE CATEGORY N₁

(incomplete vehicles)

Side 2**General construction characteristics**

1. Number of axles: and wheels:
- 1.1. Number and position of axles with twin wheels:
3. Powered axles (number, position, interconnection):

Main dimensions

4. Wheelbase (°): mm
- 4.1. Axle spacing: 1-2: ... mm 2-3: ... mm 3-4: ... mm
- 5.1. Maximum permissible length: mm
- 6.1. Maximum permissible width: mm
- 7.1. Maximum permissible height: mm
8. Fifth wheel lead for semi-trailer towing vehicle (maximum and minimum): mm
- 12.1. Maximum permissible rear overhang: mm

Masses

14. Mass of the incomplete vehicle in running order: kg ^(f)
- 14.1. Distribution of this mass amongst the axles: 1. kg 2. kg 3. kg etc.
15. Minimum mass of the vehicle when completed: kg
- 15.1. Distribution of this mass amongst the axles: 1. kg 2. kg 3. kg
16. Technically permissible maximum masses
- 16.1. Technically permissible maximum laden mass: kg
- 16.2. Technically permissible mass on each axle: 1. kg 2. kg 3. kg etc.
- 16.4. Technically permissible maximum mass of the combination: kg
18. Technically permissible maximum towable mass in case of:
- 18.1. Drawbar trailer: kg
- 18.2. Semi-trailer: kg
- 18.3. Centre-axle trailer: kg
- 18.4. Unbraked trailer: kg
19. Technically permissible maximum static mass at the coupling point: kg

Power plant

20. Manufacturer of the engine:
21. Engine code as marked on the engine:
22. Working principle:
23. Pure electric: yes/no ⁽¹⁾
- 23.1. Hybrid [electric] vehicle: yes/no ⁽¹⁾
24. Number and arrangement of cylinders:
25. Engine capacity: cm³
26. Fuel: Diesel/petrol/LPG/NG — Biomethane/Ethanol/Biodiesel/Hydrogen ⁽¹⁾
- 26.1. Mono fuel/Bi fuel/Flex fuel ⁽¹⁾
27. Maximum net power ⁽⁸⁾: kW at min⁻¹ or maximum continuous rated power (electric motor) kW ⁽¹⁾
28. Gearbox (type):

Maximum speed

29. Maximum speed: km/h

Axles and suspension

30. Axle(s) track: 1. mm 2. mm 3. mm
35. Tyre/wheel combination ^(h):

Brakes

36. Trailer brake connections mechanical/electric/pneumatic/hydraulic ⁽¹⁾
37. Pressure in feed line for trailer braking system: bar

Coupling device

44. Approval number or approval mark of coupling device (if fitted):
45. Types or classes of coupling devices which can be fitted:
- 45.1. Characteristics values ⁽¹⁾: D: .../ V: .../ S: .../ U: ...

Environmental performances

46. Sound level
- Stationary: dB(A) at engine speed: min⁻¹
- Drive-by: dB(A)
47. Exhaust emission level ^(l): Euro

48. Exhaust emissions ^(m):

Number of the base regulatory act and latest amending regulatory act applicable:

1.1. test procedure: Type I or ESC ⁽¹⁾CO: HC: NO_x: HC + NO_x: Particulates:Smoke opacity (ELR): (m⁻¹)1.2. test procedure: Type I (Euro 5 or 6 ⁽¹⁾)CO: THC: NMHC: NO_x: THC + NO_x: Particulates (mass):
Particles (number):

2. test procedure: ETC (if applicable)

CO: NO_x: NMHC: THC: CH₄: Particulates:48.1. Smoke corrected absorption coefficient: (m⁻¹)49. CO₂ emissions/fuel consumption/electric energy consumption ^(m):

1. all power train except pure electric vehicles

	CO ₂ emissions	Fuel consumption
Urban conditions:	 g/km	 l/100 km/m ³ /100 km ⁽¹⁾
Extra-urban conditions:	 g/km	 l/100 km/m ³ /100 km ⁽¹⁾
Combined:	 g/km	 l/100 km/m ³ /100 km ⁽¹⁾
Weighted, combined	 g/km	 l/100 km

2. pure electric vehicles and OVC hybrid electric vehicles

Electric energy consumption (weighted, combined ⁽¹⁾) Wh/km

Electric range km

Miscellaneous52. Remarks ⁽ⁿ⁾:

SIDE 2

VEHICLE CATEGORY N₂

(incomplete vehicles)

Side 2**General construction characteristics**

1. Number of axles: and wheels:
- 1.1. Number and position of axles with twin wheels:
2. Steered axles (number, position):
3. Powered axles (number, position, interconnection):

Main dimensions

4. Wheelbase (°): mm
- 4.1. Axle spacing: 1-2: ... mm 2-3: ... mm 3-4: ... mm
- 5.1. Maximum permissible length: mm
- 6.1. Maximum permissible width: mm
8. Fifth wheel lead for semi-trailer towing vehicle (maximum and minimum): mm
- 12.1. Maximum permissible rear overhang: mm

Masses

14. Mass of the incomplete vehicle in running order: kg ^(f)
- 14.1. Distribution of this mass amongst the axles: 1. kg 2. kg 3. kg etc.
15. Minimum mass of the vehicle when completed: kg
- 15.1. Distribution of this mass amongst the axles: 1. kg 2. kg 3. kg
16. Technically permissible maximum masses
- 16.1. Technically permissible maximum laden mass: kg
- 16.2. Technically permissible mass on each axle: 1. kg 2. kg 3. kg etc.
- 16.3. Technically permissible mass on each axle group: 1. kg 2. kg 3. kg etc.
- 16.4. Technically permissible maximum mass of the combination: kg
17. Intended registration/in service maximum permissible masses in national/international traffic ⁽¹⁾ (°)
- 17.1. Intended registration/in service maximum permissible laden mass: kg
- 17.2. Intended registration/in service maximum permissible laden mass on each axle:
 1. kg 2. kg 3. kg
- 17.3. Intended registration/in service maximum permissible laden mass on each axle group:
 1. kg 2. kg 3. kg
- 17.4. Intended registration/in service maximum permissible mass of the combination: kg

18. Technically permissible maximum towable mass in case of:

18.1. Drawbar trailer: kg

18.2. Semi-trailer: kg

18.3. Centre-axle trailer: kg

18.4. Unbraked trailer: kg

19. Technically permissible maximum static mass at the coupling point: kg

Power plant

20. Manufacturer of the engine:

21. Engine code as marked on the engine:

22. Working principle:

23. Pure electric: yes/no ⁽¹⁾

23.1. Hybrid [electric] vehicle: yes/no ⁽¹⁾

24. Number and arrangement of cylinders:

25. Engine capacity: cm³

26. Fuel: Diesel/petrol/LPG/NG — Biomethane/Ethanol/Biodiesel/Hydrogen ⁽¹⁾

26.1. Mono fuel/Bi fuel/Flex fuel ⁽¹⁾

27. Maximum net power ⁽⁸⁾: kW at min⁻¹ or maximum continuous rated power
(electric motor) kW ⁽¹⁾

28. Gearbox (type):

Maximum speed

29. Maximum speed: km/h

Axles and suspension

31. Position of retractable axle(s):

32. Position of loadable axle(s):

33. Drive axle(s) fitted with air suspension or equivalent: yes/no ⁽¹⁾

35. Tyre/wheel combination ^(h):

Brakes

36. Trailer brake connections mechanical/electric/pneumatic/hydraulic ⁽¹⁾

37. Pressure in feed line for trailer braking system: bar

Coupling device

44. Approval number or approval mark of coupling device (if fitted):

45. Types or classes of coupling devices which can be fitted:

45.1. Characteristics values ⁽¹⁾: D: .../ V: .../ S: .../ U: ...

Environmental performances

46. Sound level

Stationary: dB(A) at engine speed: min⁻¹

Drive-by: dB(A)

47. Exhaust emission level ⁽¹⁾: Euro

48. Exhaust emissions ^(m):

Number of the base regulatory act and latest amending regulatory act applicable:

1.1. test procedure: Type I or ESC ⁽¹⁾

CO: HC: NO_x: HC + NO_x: Particulates:

Smoke opacity (ELR): (m⁻¹)

1.2. test procedure: Type I (Euro 5 or 6 ⁽¹⁾)

CO: THC: NMHC: NO_x: THC + NO_x: Particulates (mass):
 Particles (number):

2. test procedure: ETC (if applicable)

CO: NO_x: NMHC: THC: CH₄: Particulates:

48.1. Smoke corrected absorption coefficient: (m⁻¹)

Miscellaneous

52. Remarks ⁽¹⁾:

SIDE 2

VEHICLE CATEGORY N₃

(incomplete vehicles)

Side 2**General construction characteristics**

1. Number of axles: and wheels:
- 1.1. Number and position of axles with twin wheels:
2. Steered axles (number, position):
3. Powered axles (number, position, interconnection):

Main dimensions

4. Wheelbase (°): mm
- 4.1. Axle spacing: 1-2: ... mm 2-3: ... mm 3-4: ... mm
- 5.1. Maximum permissible length: mm
- 6.1. Maximum permissible width: mm
8. Fifth wheel lead for semi-trailer towing vehicle (maximum and minimum): mm
- 12.1. Maximum permissible rear overhang: mm

Masses

14. Mass of the incomplete vehicle in running order: kg ^(f)
- 14.1. Distribution of this mass amongst the axles: 1. kg 2. kg 3. kg etc.
15. Minimum mass of the vehicle when completed: kg
- 15.1. Distribution of this mass amongst the axles: 1. kg 2. kg 3. kg
16. Technically permissible maximum masses
- 16.1. Technically permissible maximum laden mass: kg
- 16.2. Technically permissible mass on each axle: 1. kg 2. kg 3. kg etc.
- 16.3. Technically permissible mass on each axle group: 1. kg 2. kg 3. kg etc.
- 16.4. Technically permissible maximum mass of the combination: kg
17. Intended registration/in service maximum permissible masses in national/international traffic ⁽¹⁾ (°)
- 17.1. Intended registration/in service maximum permissible laden mass: kg
- 17.2. Intended registration/in service maximum permissible laden mass on each axle:
 1. kg 2. kg 3. kg
- 17.3. Intended registration/in service maximum permissible laden mass on each axle group:
 1. kg 2. kg 3. kg
- 17.4. Intended registration/in service maximum permissible mass of the combination: kg

18. Technically permissible maximum towable mass in case of:

18.1. Drawbar trailer: kg

18.2. Semi-trailer: kg

18.3. Centre-axle trailer: kg

18.4. Unbraked trailer: kg

19. Technically permissible maximum static mass at the coupling point: kg

Power plant

20. Manufacturer of the engine:

21. Engine code as marked on the engine:

22. Working principle:

23. Pure electric: yes/no ⁽¹⁾

23.1. Hybrid [electric] vehicle: yes/no ⁽¹⁾

24. Number and arrangement of cylinders:

25. Engine capacity: cm³

26. Fuel: Diesel/petrol/LPG/NG — Biomethane/Ethanol/Biodiesel/Hydrogen ⁽¹⁾

26.1. Mono fuel/Bi fuel/Flex fuel ⁽¹⁾

27. Maximum net power ⁽⁸⁾: kW at min⁻¹ or maximum continuous rated power
(electric motor) kW ⁽¹⁾

28. Gearbox (type):

Maximum speed

29. Maximum speed: km/h

Axles and suspension

31. Position of retractable axle(s):

32. Position of loadable axle(s):

33. Drive axle(s) fitted with air suspension or equivalent: yes/no ⁽¹⁾

35. Tyre/wheel combination ⁽¹⁾:

Brakes

36. Trailer brake connections mechanical/electric/pneumatic/hydraulic ⁽¹⁾

37. Pressure in feed line for trailer braking system: bar

Coupling device

44. Approval number or approval mark of coupling device (if fitted):

45. Types or classes of coupling devices which can be fitted:

45.1. Characteristics values ⁽¹⁾: D: .../ V: .../ S: .../ U: ...

Environmental performances

46. Sound level

Stationary: dB(A) at engine speed: min⁻¹

Drive-by: dB(A)

47. Exhaust emission level ⁽¹⁾: Euro

48. Exhaust emissions ^(m):

Number of the base regulatory act and latest amending regulatory act applicable:

1. test procedure: Type I or ESC ⁽¹⁾

CO: HC: NO_x: HC + NO_x: Particulates:

Smoke opacity (ELR): (m⁻¹)

2. test procedure: ETC (if applicable)

CO: NO_x: NMHC: THC: CH₄: Particulates:

48.1. Smoke corrected absorption coefficient: (m⁻¹)

Miscellaneous

52. Remarks ⁽ⁿ⁾:

SIDE 2

VEHICLE CATEGORIES O₁ AND O₂

(incomplete vehicles)

Side 2**General construction characteristics**

1. Number of axles: and wheels:
- 1.1. Number and position of axles with twin wheels:

Main dimensions

4. Wheelbase (°): mm
- 4.1. Axle spacing: 1-2: ... mm 2-3: ... mm 3-4: ... mm
- 5.1. Maximum permissible length: mm
- 6.1. Maximum permissible width: mm
- 7.1. Maximum permissible height: mm
10. Distance between the centre of the coupling device and the rear end of the vehicle: mm
- 12.1. Maximum permissible rear overhang: mm

Masses

14. Mass of the incomplete vehicle in running order: kg ^(f)
- 14.1. Distribution of this mass amongst the axles: 1. kg 2. kg 3. kg etc.
15. Minimum mass of the vehicle when completed: kg
- 15.1. Distribution of this mass amongst the axles: 1. kg 2. kg 3. kg
16. Technically permissible maximum masses
- 16.1. Technically permissible maximum laden mass: kg
- 16.2. Technically permissible mass on each axle: 1. kg 2. kg 3. kg etc.
- 16.3. Technically permissible mass on each axle group: 1. kg 2. kg 3. kg etc.
- 19.1. Technically permissible maximum static mass on the coupling point of a semi-trailer or centre-axle trailer: kg

Maximum speed

29. Maximum speed: km/h

Axles and suspension

- 30.1. Track of each steered axle: mm
- 30.2. Track of all other axles: mm
31. Position of retractable axle(s):
32. Position of loadable axle(s):
34. Axle(s) fitted with air suspension or equivalent: yes/no ^(l)
35. Tyre/wheel combination ^(h):

Coupling device

44. Approval number or approval mark of coupling device (if fitted):

45. Types or classes of coupling devices which can be fitted:

45.1. Characteristics values ⁽¹⁾: D: .../ V: .../ S: .../ U: ...

Miscellaneous

52. Remarks ⁽ⁿ⁾:

SIDE 2

VEHICLE CATEGORIES O₃ AND O₄

(incomplete vehicles)

Side 2**General construction characteristics**

1. Number of axles: and wheels:
- 1.1. Number and position of axles with twin wheels:
2. Steered axle (number, position):

Main dimensions

4. Wheelbase (°): mm
- 4.1. Axle spacing: 1-2: ... mm 2-3: ... mm 3-4: ... mm
- 5.1. Maximum permissible length: mm
- 6.1. Maximum permissible width: mm
- 7.1. Maximum permissible height: mm
10. Distance between the centre of the coupling device and the rear end of the vehicle: mm
- 12.1. Maximum permissible rear overhang: mm

Masses

14. Mass of the incomplete vehicle in running order: kg ^(f)
- 14.1. Distribution of this mass amongst the axles: 1. kg 2. kg 3. kg etc.
15. Minimum mass of the vehicle when completed: kg
- 15.1. Distribution of this mass amongst the axles: 1. kg 2. kg 3. kg
16. Technically permissible maximum masses
- 16.1. Technically permissible maximum laden mass: kg
- 16.2. Technically permissible mass on each axle: 1. kg 2. kg 3. kg etc.
- 16.3. Technically permissible mass on each axle group: 1. kg 2. kg 3. kg etc.
17. Intended registration/in service maximum permissible masses in national/international traffic ⁽¹⁾ (°)
- 17.1. Intended registration/in service maximum permissible laden mass: kg
- 17.2. Intended registration/in service maximum permissible laden mass on each axle:
1. kg 2. kg 3. kg

17.3. Intended registration/in service maximum permissible laden mass on each axle group:

1. kg 2. kg 3. kg

19.1. Technically permissible maximum static mass on the coupling point of a semi-trailer or centre-axle trailer:
..... kg

Maximum speed

29. Maximum speed: km/h

Axles and suspension

31. Position of retractable axle(s):

32. Position of loadable axle(s):

34. Axle(s) fitted with air suspension or equivalent: yes/no ⁽¹⁾

35. Tyre/wheel combination ^(h):

Coupling device

44. Approval number or approval mark of coupling device (if fitted):

45. Types or classes of coupling devices which can be fitted:

45.1. Characteristics values ⁽¹⁾: D: .../ V: .../ S: .../ U: ...

Miscellaneous

52. Remarks ⁽ⁿ⁾:

Explanatory notes relating to Annex IX

- (¹) Delete where not applicable
- (^a) Indicate the identification code. This code shall contain not more than 25 characters for a variant and not more than 35 characters for a version.
- (^b) Indicate whether the vehicle is suitable for use in either right or left-hand traffic or both right and left-hand traffic.
- (^c) Indicate whether the speedometer fitted has metric or both metric and imperial units.
- (^d) This statement shall not restrict the right of the Member States to require technical adaptations in order to allow the registration of a vehicle in a Member State other than the one for which it was intended when the direction of the traffic is on the opposite side of the road.
- (^e) This entry shall be only completed when the vehicle has two axles.
- (^f) This mass shall include the mass of the driver and the mass of the crew member if there is a crew seat in the vehicle.
- With respect to vehicles belonging to category M₁, N₁, O₁, O₂ or M₂ under 3,5 tonnes, the actual mass may vary by 5 % with respect to the mass stated in this entry.
- The variation shall be 3 % for all other vehicle categories.
- (^g) For hybrid electric vehicles, indicate both power outputs.
- (^h) Optional equipment under this letter can be added under entry "Remarks".
- (ⁱ) The codes described in Annex II Letter C shall be used.
- (^j) Indicate only the basic colour(s) as follows: white, yellow, orange, red, violet, blue, green, grey, brown or black.
- (^k) Excluding seats designated for use only when the vehicle is stationary and the number of wheelchair positions.
- For coaches belonging to the vehicle category M₃ the number of crew members shall be included in the passenger number.
- (^l) Add the number of the Euro level and the character corresponding to the provisions used for type-approval.
- (^m) Repeat for the various fuels which can be used. Vehicles, which can be fuelled with both petrol and gaseous fuel but where the petrol system is fitted for emergency purposes or starting only and of which the petrol tank cannot contain more than 15 litres of petrol, will be regarded as vehicles which can only run a gaseous fuel.
- (ⁿ) If the vehicle is equipped with 24 GHz short-range radar equipment in accordance with Commission Decision 2005/50/EC (OJ L 21, 25.1.2005, p. 15), the manufacturer shall indicate here: "Vehicle equipped with 24 GHz short-range radar equipment".
- (^o) The manufacturer may complete these entries either for international traffic or national traffic or both.

For national traffic, the code of the country where the vehicle is intended to be registered shall be mentioned. The code shall be in accordance with standard ISO 3166-1:2006.

For international traffic, the directive number shall be referred to (e.g. "96/53/EC" for Council Directive 96/53/EC).

COMMISSION REGULATION (EC) No 386/2009**of 12 May 2009****amending Regulation (EC) No 1831/2003 of the European Parliament and of the Council as regards the establishment of a new functional group of feed additives****(Text with EEA relevance)**

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to Regulation (EC) No 1831/2003 of the European Parliament and of the Council of 22 September 2003 on additives for use in animal nutrition⁽¹⁾, and in particular Article 6(3) thereof,

Whereas:

- (1) Regulation (EC) No 1831/2003 provides for the allocation of feed additives to categories and further to functional groups within those categories according to their functions and properties.
- (2) New feed additives have been developed which suppress or reduce the absorption, promote the excretion of mycotoxins or modify their mode of action and thereby mitigate possible adverse effects of mycotoxins on animal health.
- (3) The use of such products may not result in an increase of the existing maximum or guidance levels established in the context of Directive 2002/32/EC of the European Parliament and of the Council⁽²⁾, but should improve the quality of the feed for animal nutrition which is lawfully on the market, providing additional guarantees for the protection of animal and public health.

(4) Since such feed additives cannot be allocated to any of the functional groups provided for in Regulation (EC) No 1831/2003, it is necessary to add a new functional group in the category of technological additives.

(5) Regulation (EC) No 1831/2003 should therefore be amended accordingly.

(6) The measures provided for in this Regulation are in accordance with the opinion of the Standing Committee on the Food Chain and Animal Health,

HAS ADOPTED THIS REGULATION:

Article 1

In point 1 of Annex I to Regulation (EC) No 1831/2003, the following point is added:

‘(m) substances for reduction of the contamination of feed by mycotoxins: substances that can suppress or reduce the absorption, promote the excretion of mycotoxins or modify their mode of action.’

Article 2

This Regulation shall enter into force on the 20th day following its publication in the *Official Journal of the European Union*.

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

Done at Brussels, 12 May 2009.

For the Commission

Androulla VASSILIOU

Member of the Commission

⁽¹⁾ OJ L 268, 18.10.2003, p. 29.

⁽²⁾ OJ L 140, 30.5.2002, p. 10.

COMMISSION REGULATION (EC) No 387/2009**of 12 May 2009****approving minor amendments to the specification of a name registered in the register of protected designations of origin and protected geographical indications (Bleu du Vercors-Sassenage (PDO))**

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to Council Regulation (EC) No 510/2006 of 20 March 2006 on the protection of geographical indications and designations of origin for agricultural products and food-stuffs ⁽¹⁾, and in particular the second sentence of Article 9(2) thereof,

Whereas:

- (1) By virtue of the first subparagraph of Article 9(1) and in accordance with Article 17(2) of Regulation (EC) No 510/2006, the Commission has examined France's application for approval of an amendment to the specification for the protected designation of origin 'Bleu du Vercors-Sassenage', registered by Commission Regulation (EC) No 2400/96 ⁽²⁾, as amended by Regulation (EC) No 509/2001 ⁽³⁾.
- (2) The purpose of the application is to amend the specification by stipulating the conditions for using treatments and additives to the milk and for the manufacture of 'Bleu du Vercors-Sassenage'. These practices ensure that

the key characteristics of the PDO product are maintained.

- (3) The Commission has examined the amendment in question and decided that it is justified. Since the amendment is minor within the meaning of Article 9 of Regulation (EC) No 510/2006, the Commission may approve it without following the procedure set out in Articles 5, 6 and 7 of that Regulation,

HAS ADOPTED THIS REGULATION:

Article 1

The specification for the protected designation of origin 'Bleu du Vercors-Sassenage' is hereby amended in accordance with Annex I to this Regulation.

Article 2

A consolidated summary of the main points of the specification is given in Annex II to this Regulation.

Article 3

This Regulation shall enter into force on the 20th day following its publication in the *Official Journal of the European Union*.

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

Done at Brussels, 12 May 2009.

For the Commission

Mariann FISCHER BOEL

Member of the Commission

⁽¹⁾ OJ L 93, 31.3.2006, p. 12.

⁽²⁾ OJ L 327, 18.12.1996, p. 11.

⁽³⁾ OJ L 76, 16.3.2001, p. 7.

ANNEX I

The specification for the protected designation of origin 'Bleu du Vercors-Sassenage' is amended as follows:

'Method of production'

The following provisions are added to Point 5 of the specification regarding the production method:

'(...) The milk must be curdled using rennet **only**, at a temperature between 31 °C and 35 °C.

In addition to the raw dairy materials, the only ingredients, production aids or additives authorised in the milk and during production are rennet, innocuous bacterial cultures, yeasts, moulds, calcium chloride and salt.

The milk must not be concentrated by partially removing the watery part before coagulation.

(...) The dairy raw materials, partly finished products, curd and fresh cheese must not be conserved at a temperature below 0 °C.

Fresh cheese and cheese undergoing the maturing process must not be conserved under a modified atmosphere.'

ANNEX II

SUMMARY

COUNCIL REGULATION (EC) No 510/2006 on the protection of geographical indications and designations of origin for agricultural products and foodstuffs

'BLEU DU VERCORS-SASSENAGE'

EC No: FR-PDO-0105-0077/29.3.2006

PDO (X) PGI ()

This summary sets out the main elements of the product specification for information purposes.

1. Responsible department in the Member State

Name: Institut National de l'origine et de la qualité

Address: 51, rue d'Anjou, 75008 Paris

Tel.: +33 (0)1 53 89 80 00

Fax: +33 (0)1 53 89 80 60

e-mail: info@inao.gouv.fr

2. Group

Name: Syndicat Interprofessionnel du Bleu du Vercors

Address: Maison du Parc - 38250 LANS EN VERCORS

Tel.: +33 (0)4 76 94 38 26

Fax: +33 (0)4 76 94 38 39

e-mail: siver@pnr-vercors.fr

Composition: Producers/processors (X) Other ()

3. Type of product

Class 1.3. Cheeses

4. Specification

(summary of requirements under Article 4(2) of Regulation (EC) No 510/2006)

4.1. Name

'Bleu du Vercors-Sassenage'

4.2. Description

Bleu du Vercors-Sassenage is a ripened, unpressed, uncooked, blue-veined cheese. It comes in the shape of flat cylinders, 27 to 30 cm in diameter, 7 to 9 cm high, convex on the outside, weighing between 4 and 4,5 kg, with a fine bloom on the rind consisting of a white mould-type down that may have orange to ivory-coloured marbling of the kind caused by yeasts and bacteria active in the ripening process.

It contains a maximum level of 48 g of fat per 100 g of cheese after total desiccation and the dry matter must not weigh less than 52 g per 100 g of cheese.

4.3. Geographical area

Bleu du Vercors-Sassenage PDO is produced within the Massif du Vercors, in 13 communes in the department of Drôme and 14 communes in the department of Isère.

Department of Drôme

The communes of Bouvante (sectors C, D, E, L 1, K, I 1, I 2, A I), Échevis, Le Chaffal, La Chapelle-en-Vercors, Léoncel, Omlèze, Plan-de-Baix, Saint-Agnan-en-Vercors, Saint-Jean-en-Royans (sector E), Saint-Julien-en-Vercors, Saint-Laurent-en-Royans (sectors D 1 and D 2), Saint-Martin-en-Vercors and Vassieux-en-Vercors.

Department of Isère

The communes of Autrans, Châtelus, Choranche, Corrençon-en-Vercors, Engins, Izeron (the localities Fressinet and Gouté in sectors F 1, F 2 and G 1 and Malache in sector G 2), Lans-en-Vercors, Mallevall, Méaudre, Presles, Rencurel, Saint-Nizier-du-Moucherotte, Saint-Pierre-de-Chérennes (the localities Alevoux, Bayettes and Guillon in sector C1, and sectors C 2 and D 2), and Villard-de-Lans.

4.4. Proof of origin

Every milk producer, processing plant and maturing plant fills in a 'declaration of aptitude', which is registered with the INAO and enables it to identify all the operators involved. All operators must keep their registers and any documents required for checking the origin, quality and production conditions of the milk and cheese at the INAO's disposal.

As part of the checks carried out on the specified features of the designation of origin, an analytical and organoleptic test is conducted to ensure that the products submitted for examination are of high quality and possess the requisite typical characteristics.

All cheese marketed under the designation of origin must bear a mark that identifies the production unit and allows the product to be traced.

4.5. Method of production

The milk must be produced and the cheese manufactured and matured within the geographical area.

The milk used to produce Bleu du Vercors-Sassenage must be from dairy herds made up of cows of the *Montbéliard*, *Abondance* and *Villard* breeds only. The animals must be fed on fodder originating in the defined geographical area. The milk used is whole cow's milk, which may be partly skimmed. It must come from the four most recent milkings only. The cheese is made from milk heated to a maximum temperature of 76 °C and inoculated with *Penicillium roqueforti*. The milk must be curdled using rennet at a temperature between 31 °C and 35 °C. The curd is stirred and poured into moulds in several layers without pressing. The cheeses are salted in their individual moulds. They must not be salted for more than three days. The cheeses mature in the ripening chamber for at least 21 days from the date of curdling; this allows them to develop in a balanced way.

4.6. Link

Evidence of this cheese being made in the Massif du Vercors goes back to the 14th century. In a deed of June 1338, Baron Albert de Sassenage granted the local people complete freedom to sell their cheese. Many written accounts attest to its renown, including Pierre Larousse's *Grand Dictionnaire Universel du XIX* which mentions that King François I was very fond of it. The cheese was made on farms in the traditional way up until the early years of the 20th century. In 1933, a dairy began making the cheese following the traditional formula. More recently, farm production has been enjoying a new boom.

The Massif du Vercors is a well-defined mass of limestone which stands 1 000 metres above the surrounding plains. It is characterised by long, cradle-shaped wet valleys and cirques and closed coombs overlooked by cliffs. The Vercors has a mountain climate: the summers are short, it is always cool at night, autumn comes early and snow may start falling in October and remain until April or May. The climate is softened by the mitigating effects of the Atlantic and the Mediterranean. The altitude, the clay-limestone soil and the fairly wet mountain climate make the pastures on this massif especially good. This combination of factors also give the Massif du Vercors its specific character from a botanical point of view. The diverse types of landscape in this natural environment mean that different, complementary areas of pasture can be grazed, offering abundant supplies of excellent quality nourishment. This forms the basis of the herd's diet and gives the milk, hence the cheese, its typical characteristics.

4.7. Inspection body

Name: Institut National de l'origine et de la qualité (INAO)

Address: 51, Rue d'Anjou, 75008 Paris

Tel.: +33 (0)1 53 89 80 00

Fax: +33 (0)1 53 89 80 60

e-mail: info@inao.gouv.fr

The Institut National des Appellations d'Origine is a public administrative body with legal personality and reports to the Ministry of Agriculture.

It is responsible for monitoring the production conditions for products with a designation of origin.

Name: Direction Générale de la Concurrence, de la Consommation et de la Répression des Fraudes (DGCCRF)

Address: 59, Boulevard Vincent Auriol 75703 PARIS Cédex 13

Tel.: +33 (0)1 44 87 17 17

Fax: +33 (0)1 44 97 30 37

The DGCCRF is a department of the Ministry of the Economy, Industry and Employment.

4.8. *Labelling*

The product must bear the wording 'Appellation d'Origine Contrôlée' and the name of the designation of origin

The words 'fabrication fermière' or 'fromage fermier' or any other similar wording that suggests the product was produced on a farm may be used only by producers who are farmers.

COMMISSION REGULATION (EC) No 388/2009**of 12 May 2009****laying down detailed rules for the application of Council Regulation (EC) No 1234/2007 as regards the import and export system for products processed from cereals and rice****(Codified version)**

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Committee for the Common Organisation of Agricultural Markets,

Having regard to the Treaty establishing the European Community,

HAS ADOPTED THIS REGULATION:

Having regard to Council Regulation (EC) No 1234/2007 of 22 October 2007 establishing a common organisation of agricultural markets and on specific provisions for certain agricultural products (Single CMO Regulation) ⁽¹⁾, and in particular Articles 143, 170 and 187 thereof, in conjunction with Article 4,

Article 1

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

- (a) 'processed products' means the products or groups of products listed:
 - (i) in point (d) of part I of Annex I to Regulation (EC) No 1234/2007, except the products falling within CN code ex 2309;
 - (ii) in point (c) of part II of Annex I to Regulation (EC) No 1234/2007;
- (b) 'basic products' means the cereals listed in points (a) and (b) of part I of Annex I to Regulation (EC) No 1234/2007, and broken rice referred to in point (b) of Part II of Annex I to that Regulation.

Whereas:

Article 2

1. The refund which may be granted on processed products shall be determined with particular reference to:

- (a) the movements of prices for the basic products within the Community, compared with world market prices;
- (b) the quantities of basic products needed for the manufacture of the product in question and, where applicable, their interchangeability;
- (c) the possible cumulation of refunds applicable to various products obtained from one and the same process and one and the same basic product;
- (d) outlets and conditions of sale for processed products on the world market.

2. The refunds shall be fixed at least once a month.

⁽¹⁾ OJ L 299, 16.11.2007, p. 1.

⁽²⁾ OJ L 147, 30.6.1995, p. 55.

⁽³⁾ See Annex II.

Article 3

1. The refund shall be adjusted in accordance with Articles 14 and 15 of Commission Regulation (EC) No 1342/2003 ⁽¹⁾. The adjustment shall be made by increasing or decreasing the refund by the amount resulting from each of the adjustments referred to in Article 14(1) and (3) of Regulation (EC) No 1342/2003, per tonne of basic product, multiplied by the coefficient listed in column 4 of Annex I to this Regulation against the processed product in question.

2. For the purposes of Article 164(4) and the first paragraph of Article 166 of Regulation (EC) No 1234/2007, the amount zero shall not be considered to be a refund, and consequently the adjustment referred to in Article 15(1) of Regulation (EC) No 1342/2003 shall not apply.

Article 4

1. Member States shall inform the Commission, each day before 15.00 (Brussels time), of the quantities for which export licences have been applied for.

2. In the case of products processed from cereals and rice mentioned in Article 162 (1)(b) of Regulation (EC) No 1234/2007, Member States shall inform the Commission, by Wednesday of each week in respect of the preceding week and for each product code as defined in Annex I to Commission Regulation (EEC) No 3846/87 ⁽²⁾, of the quantities for which licences have been issued, broken down into products exported with a refund and products exported without a refund.

Article 5

1. Where, for one or more products, the conditions referred to in Article 187 of Regulation (EC) No 1234/2007 are met, the following measures may be taken by the Commission:

(a) application of an export tax. This tax shall be fixed by the Commission once per week. It may be varied depending on the destination;

(b) total or partial suspension of the issuing of export licences;

(c) total or partial rejection of pending export licence applications.

2. The export tax referred to in paragraph 1(a) shall be that applicable on the day on which customs formalities are completed.

However, at the request of the applicant, submitted at the same time as the licence application, the export tax applicable on the day of lodging of the licence application shall apply to an export operation to be carried out during the period of validity of the licence.

3. The Commission shall notify the Member States of its decision and publish it.

Article 6

The methods used for assessing the ash content, the fat content and the starch content, the denaturing process, and any other method of analysis necessary for the application of this Regulation as regards the import and export system, shall be determined, if necessary, in accordance with the procedure referred to in Article 195(2) of Regulation (EC) No 1234/2007.

Article 7

Regulation (EC) No 1518/95 is repealed.

References to the repealed Regulation shall be construed as references to this Regulation and shall be read in accordance with the correlation table in Annex III.

Article 8

This Regulation shall enter into force on the 20th day following its publication in the *Official Journal of the European Union*.

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

Done at Brussels, 12 May 2009.

For the Commission

The President

José Manuel BARROSO

⁽¹⁾ OJ L 189, 29.7.2003, p. 12.

⁽²⁾ OJ L 366, 24.12.1987, p. 1.

ANNEX I

CN code/Product code	Description of goods	Basic product	Coefficient
1	2	3	4
1102	Cereal flours other than of wheat or meslin:		
1102 20 10 9200	Maize (corn) flour, of a fat content not exceeding 1,3 % by weight and of a crude fibre content, referred to dry matter, not exceeding 0,8 % by weight	Maize	1,40
1102 20 10 9400	Maize (corn) flour, of a fat content exceeding 1,3 % but not exceeding 1,5 % by weight and of a crude fibre content, referred to dry matter, not exceeding 1 % by weight	Maize	1,20
1102 20 90 9200	Maize (corn) flour, of a fat content exceeding 1,5 % but not exceeding 1,7 % by weight and of a crude fibre content, referred to dry matter, not exceeding 1 % by weight	Maize	1,20
1102 90 10 9100	Other, barley flour, of an ash content, referred to dry matter, not exceeding 0,9 % by weight and of a crude fibre content, referred to dry matter, not exceeding 0,9 % by weight	Barley	1,50
1102 90 10 9900	Other, barley flour, other	Barley	1,02
1102 90 30 9100	Other, oat flour, of an ash content, referred to dry matter, not exceeding 2,3 % by weight, of a crude fibre content, referred to dry matter, not exceeding 1,8 % by weight, of a moisture content not exceeding 11 % and of which the peroxidase is virtually inactivated	Oats	1,80
1103	Cereal groats, meal and pellets:		
1103 13 10 9100	Groats and meal, of maize (corn), of a fat content not exceeding 0,9 % by weight and of a crude fibre content, referred to dry matter, not exceeding 0,6 % by weight	Maize	1,80
1103 13 10 9300	Groats and meal, of maize (corn), of a fat content exceeding 0,9 % but not exceeding 1,3 % by weight and of a crude fibre content, referred to dry matter, not exceeding 0,8 % by weight	Maize	1,40
1103 13 10 9500	Groats and meal, of maize (corn), of a fat content exceeding 1,3 % but not exceeding 1,5 % by weight and of a crude fibre content, referred to dry matter, not exceeding 1 % by weight	Maize	1,20
1103 13 90 9100	Groats and meal, of maize (corn), other, of a fat content exceeding 1,5 % but not exceeding 1,7 % by weight and of a crude fibre content, referred to dry matter, not exceeding 1 % by weight	Maize	1,20
1103 19 10 9000	Groats and meal, of rye	Rye	1,00
1103 19 30 9100	Groats and meal, of barley, of an ash content, referred to dry matter, not exceeding 1 % by weight and of a crude fibre content, referred to dry matter, not exceeding 0,9 % by weight	Barley	1,55
1103 19 40 9100	Groats and meal, of oats, of an ash content, referred to dry matter, not exceeding 2,3 % by weight, of a tegument content not exceeding 0,1 %, of a moisture content not exceeding 11 % and of which the peroxidase is virtually inactivated	Oats	1,80
1103 20 20 9000	Pellets, of barley	Barley	1,02
1103 20 60 9000	Pellets, of wheat	Wheat	1,02

1	2	3	4
1104	Cereal grains otherwise worked (for example, hulled, rolled, flaked, pearled, sliced or kibbled), except rice of heading No 1006; germ of cereals, whole, rolled, flaked or ground:		
1104 12 90 9100	Rolled or flaked grains, of oats, flaked, of an ash content, referred to dry matter, not exceeding 2,3 % by weight, of a tegument content not exceeding 0,1 %, of a moisture content not exceeding 12 % and of which the peroxidase is virtually inactivated	Oats	2,00
1104 12 90 9300	Rolled or flaked grains, of oats, flaked, of an ash content, referred to dry matter, not exceeding 2,3 % by weight, of a tegument content exceeding 0,1 % but not exceeding 1,5 %, of a moisture content not exceeding 12 % and of which the peroxidase is virtually inactivated	Oats	1,60
1104 19 10 9000	Rolled or flaked grains, of wheat	Wheat	1,02
1104 19 50 9110	Rolled or flaked grains, of maize, of a fat content, referred to dry matter, not exceeding 0,9 % by weight and of a crude fibre content, referred to dry matter, not exceeding 0,7 % by weight	Maize	1,60
1104 19 50 9130	Rolled or flaked grains, of maize, of a fat content, referred to dry matter, exceeding 0,9 % but not exceeding 1,3 % by weight and of a crude fibre content, referred to dry matter, not exceeding 0,8 % by weight	Maize	1,30
1104 19 69 9100	Rolled or flaked grains, of barley, flaked, of an ash content, referred to dry matter, not exceeding 1 % by weight and of a crude fibre content, referred to dry matter, not exceeding 0,9 % by weight	Barley	1,50
1104 22 20 9100	Grains, of oats, hulled (shelled or husked), of an ash content, referred to dry matter, not exceeding 2,3 % by weight, of a tegument content not exceeding 0,5 %, of a moisture content not exceeding 11 % and of which the peroxidase is virtually inactivated	Oats	1,60
1104 22 30 9100	Grains, of oats, hulled and sliced or kibbled ('Grütze' or 'grutten'), of an ash content, referred to dry matter, not exceeding 2,3 % by weight, of a tegument content not exceeding 0,1 %, of a moisture content not exceeding 11 % and of which the peroxidase is virtually inactivated	Oats	1,70
1104 23 10 9100	Grains, of maize (corn), hulled (shelled or husked), whether or not sliced or kibbled, of a fat content, referred to dry matter, not exceeding 0,9 % by weight, and of a crude fibre content, referred to dry matter, not exceeding 0,6 % by weight ('Grütze' or 'grutten')	Maize	1,50
1104 23 10 9300	Grains, of maize (corn), hulled (shelled or husked), whether or not sliced or kibbled, of a fat content, referred to dry matter, exceeding 0,9 % but not exceeding 1,3 % by weight, and of a crude fibre content, referred to dry matter, not exceeding 0,8 % by weight ('Grütze' or 'grutten')	Maize	1,15
1104 29 01 9100	Grains, of barley, hulled (shelled or husked), of an ash content, referred to dry matter, not exceeding 1 % by weight and of a crude fibre content, referred to dry matter, not exceeding 0,9 % by weight	Barley	1,50
1104 29 03 9100	Grains, of barley, hulled and sliced or kibbled ('Grütze' or 'grutten'), of an ash content, referred to dry matter, not exceeding 1 % by weight and of a crude fibre content, referred to dry matter, not exceeding 0,9 % by weight	Barley	1,50
1104 29 05 9100	Grains, of barley, pearled, of an ash content, referred to dry matter, not exceeding 1 % by weight (without talc) — first category	Barley	2,00
1104 29 05 9300	Grains, of barley, pearled, of an ash content, referred to dry matter, not exceeding 1 % by weight (without talc) — Second category	Barley	1,60

1	2	3	4
1104 29 11 9000	Grains, of wheat, hulled (shelled or husked), not sliced or kibbled	Wheat	1,02
1104 29 51 9000	Grains, of wheat, hulled (shelled or husked), not otherwise worked than kibbled	Wheat	1,00
1104 29 55 9000	Grains, of rye, hulled (shelled or husked), not otherwise worked than kibbled	Rye	1,00
1104 30 10 9000	Germ, of wheat, whole, rolled, flaked or ground	Wheat	0,25
1104 30 90 9000	Germ, of cereals, other, whole, rolled, flaked or ground	Maize	0,25
1107	Malt, whether or not roasted:		
1107 10 11 000	Not roasted, of wheat, in the form of flour	Wheat	1,78
1107 10 91 000	Not roasted, other, in the form of flour	Barley	1,78
1108	Starches; inulin:		
1108 11 00 9200	Wheat starch, of a dry matter content of not less than 87 % and a purity in the dry matter of not less than 97 %	Wheat	2,00
1108 11 00 9300	Wheat starch, of a dry matter content of not less than 84 % but less than 87 % and a purity in the dry matter of not less than 97 %	Wheat	2,00
1108 12 00 9200	Maize (corn) starch, of a dry matter content of not less than 87 % and a purity in the dry matter of not less than 97 %	Maize	1,60
1108 12 00 9300	Maize (corn) starch, of a dry matter content of not less than 84 % but less than 87 % and a purity in the dry matter of not less than 97 %	Maize	1,60
1108 13 00 9200	Potato starch, of a dry matter content of not less than 80 % and a purity in the dry matter of not less than 97 %	Maize	1,60
1108 13 00 9300	Potato starch, of a dry matter content of not less than 77 % but less than 80 % and a purity in the dry matter of not less than 97 %	Maize	1,60
1108 19 10 9200	Rice starch, of a dry matter content of not less than 87 % and a purity in the dry matter of not less than 97 %	Rice	1,52
1108 19 10 9300	Rice starch, of a dry matter content of not less than 84 % but less than 87 % and a purity in the dry matter of not less than 97 %	Rice	1,52
1702	Other sugars, including chemically pure lactose, maltose, glucose and fructose, in solid form; sugar syrups not containing added flavouring or colouring matter; artificial honey, whether or not mixed with natural honey; caramel:		
1702 30 50 9000	Glucose and glucose syrup, not containing fructose or containing in the dry state less than 20 % by weight of fructose, other than isoglucose, in the form of white crystalline powder, whether or not agglomerated	Maize	2,09
1702 30 90 9000	Glucose and glucose syrup, not containing fructose or containing in the dry state less than 20 % by weight of fructose, other than isoglucose, other	Maize	1,60
1702 40 90 9000	Glucose and glucose syrup, containing in the dry state at least 20 % but less than 50 % by weight of fructose, except invert sugar, other	Maize	1,60
1702 90 50 9100	Maltodextrine, in white solid form, whether or not agglomerated	Maize	2,09
1702 90 50 9900	Maltodextrine and maltodextrine syrup, other	Maize	1,60
1702 90 75 9000	Caramel, in the form of powder, whether or not agglomerated	Maize	2,19
1702 90 79 9000	Caramel, other	Maize	1,52
2106 90 55 9000	Food preparations not elsewhere specified or included, flavoured or coloured sugar syrups, glucose syrup and maltodextrine syrup	Maize	1,60

ANNEX II

Repealed Regulation with its amendment

Commission Regulation (EC) No 1518/95	(OJ L 147, 30.6.1995, p. 55)
Commission Regulation (EC) No 2993/95	(OJ L 312, 23.12.1995, p. 25)

ANNEX III

Correlation table

Regulation (EC) No 1518/95	This Regulation
—	Article 1, introductory wording
Article 1(1), introductory wording	Article 1(a)
Article 1(1)(a)	Article 1(a)(i)
Article 1(1)(b)	Article 1(a)(ii)
Article 1(2)	Article 1(b)
Article 2	Article 2
Article 3	Article 3
Article 4	Article 4
Article 5	Article 5
Article 6	Article 6
Article 7	—
Article 8	—
—	Article 7
Article 9	Article 8
Annex	Annex I
—	Annex II
—	Annex III

COMMISSION REGULATION (EC) No 389/2009**of 12 May 2009****amending Council Regulation (EC) No 329/2007 concerning restrictive measures against the Democratic People's Republic of Korea**

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

(3) Annex IV should be amended accordingly.

Having regard to the Treaty establishing the European Community,

(4) In order to ensure that the measures provided for in this Regulation are effective, this Regulation must enter into force immediately,

Having regard to Council Regulation (EC) No 329/2007 ⁽¹⁾, and in particular Article 13(d) thereof,

HAS ADOPTED THIS REGULATION:

Whereas:

(1) According to Article 6 of Regulation (EC) No 329/2007, Annex IV to that Regulation should list the persons, entities and bodies designated by the Sanctions Committee or by the UN Security Council whose funds and economic resources are to be frozen.

Article 1

Annex IV to Regulation (EC) No 329/2007 is hereby replaced by the text in the Annex to this Regulation.

(2) The Sanctions Committee determined on 24 April 2009 that certain legal persons, entities or bodies should be subject to the freezing of funds and economic resources.

*Article 2*This Regulation shall enter into force on the day of its publication in the *Official Journal of the European Union*.

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

Done at Brussels, 12 May 2009.

For the Commission

Eneko LANDÁBURU

Director-General for External Relations

⁽¹⁾ OJ L 88, 29.3.2007, p. 1.

ANNEX

'ANNEX IV

List of persons, entities and bodies referred to in Article 6**A. Natural persons**

—

B. Legal persons, entities and bodies

- (1) **Korea Mining Development Trading Corporation** (also known as (a.k.a.) (a) CHANGGWANG SINYONG CORPORATION; (b). EXTERNAL TECHNOLOGY GENERAL CORPORATION; (c) DPRKN MINING DEVELOPMENT TRADING COOPERATION; (d) "KOMID"). Address: Central District, Pyongyang, DPRK. Other information: Primary arms dealer and main exporter of goods and equipment related to ballistic missiles and conventional weapons.
 - (2) **Korea Ryonbong General Corporation** (a.k.a. (a) KOREA YONBONG GENERAL CORPORATION; (b) LYON-GAKSAN GENERAL TRADING CORPORATION). Address: Pot'onggang District, Pyongyang, DPRK; Rakwon-dong, Pothonggang District, Pyongyang, DPRK. Other information: Defense conglomerate specializing in acquisition for DPRK defense industries and support to that country's military-related sales.
 - (3) **Tanchon Commercial Bank** (a.k.a. (a) CHANGGWANG CREDIT BANK; (b) KOREA CHANGGWANG CREDIT BANK). Address: Saemul 1-Dong Pyongchon District, Pyongyang, DPRK. Other information: Main DPRK financial entity for sales of conventional arms, ballistic missiles, and goods related to the assembly and manufacture of such weapons.'
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II

(Acts adopted under the EC Treaty/Euratom Treaty whose publication is not obligatory)

DECISIONS

COMMISSION

COMMISSION DECISION

of 8 May 2009

amending the Appendix to Annex VI to the Act of Accession of Bulgaria and Romania as regards certain milk processing establishments in Bulgaria

(notified under document number C(2009) 3389)

(Text with EEA relevance)

(2009/372/EC)

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to the Act of Accession of Bulgaria and Romania, and in particular the first subparagraph of paragraph (f) of Section B of Chapter 4 of Annex VI thereto,

Whereas:

- (1) Bulgaria has been granted transitional periods by the Act of Accession of Bulgaria and Romania for compliance by certain milk processing establishments with the requirements of Regulation (EC) No 853/2004 of the European Parliament and of the Council of 29 April 2004 laying down specific hygiene rules for food of animal origin ⁽¹⁾.
- (2) The Appendix to Annex VI to the Act of Accession has been amended by Commission Decisions 2007/26/EC ⁽²⁾, 2007/689/EC ⁽³⁾, 2008/209/EC ⁽⁴⁾, 2008/331/EC ⁽⁵⁾, 2008/547/EC ⁽⁶⁾, 2008/672/EC ⁽⁷⁾, 2008/827/EC ⁽⁸⁾ and 2009/27/EC ⁽⁹⁾.

(3) Bulgaria has provided guarantees that 48 milk processing establishments have completed their upgrading process and are now in full compliance with Community legislation. Thirty one of those establishments are allowed to receive and process compliant and non-compliant raw milk without separation. They should therefore be included in the list of Chapter I of the Appendix to Annex VI.

(4) One milk processing establishment currently listed in Chapter I will process only compliant raw milk and will therefore be considered as an EU-approved milk processing establishment. That establishment should therefore be deleted from the list of Chapter I of the Appendix to Annex VI.

(5) The Appendix to Annex VI to the Act of Accession of Bulgaria and Romania should therefore be amended accordingly.

(6) The measures provided for in this Decision are in accordance with the opinion of the Standing Committee on the Food Chain and Animal Health,

⁽¹⁾ OJ L 139, 30.4.2004, p. 55; corrected by OJ L 226, 25.6.2004, p. 22.

⁽²⁾ OJ L 8, 13.1.2007, p. 35.

⁽³⁾ OJ L 282, 26.10.2007, p. 60.

⁽⁴⁾ OJ L 65, 8.3.2008, p. 18.

⁽⁵⁾ OJ L 114, 26.4.2008, p. 97.

⁽⁶⁾ OJ L 176, 4.7.2008, p. 11.

⁽⁷⁾ OJ L 220, 15.8.2008, p. 27.

⁽⁸⁾ OJ L 294, 1.11.2008, p. 9.

⁽⁹⁾ OJ L 10, 15.1.2009, p. 23.

HAS ADOPTED THIS DECISION:

Article 1

The Appendix to Annex VI to the Act of Accession of Bulgaria and Romania is amended in accordance with the Annex to this Decision.

Article 2

This Decision is addressed to the Member States.

Done at Brussels, 8 May 2009.

For the Commission

Androulla VASSILIOU

Member of the Commission

ANNEX

Chapter I of the Appendix to Annex VI to the Act of Accession of Bulgaria and Romania is amended as follows:

1. the following entries are added:

No	Veterinary No	Name of establishment	Town/Street or Village/Region
'16	BG 1512029	"Lavena" OOD	s. Dolni Dębnik obl. Pleven
17	BG 1612028	ET "Slavka Todorova"	s. Trud obsht. Maritsa
18	BG 1612051	ET "Radev-Radko Radev"	s. Kurtovo Konare obl. Plovdiv
19	BG 1612066	"Lakti ko" OOD	s. Bogdanitza
20	BG 2112029	ET "Karamfil Kasakliev"	gr. Dospat
21	BG 0912004	"Rodopchanka" OOD	s. Byal izvor obsht. Ardino
22	BG 2012043	"Agroprodukt" OOD	gr. Sliven kv. Industrialen
23	0112003	ET "Vekir"	s. Godlevo
24	0112013	ET "Ivan Kondev"	gr. Razlog Stopanski dvor
25	0212028	"Vester" OOD	s. Sigmen
26	0212037	"Megakomers" OOD	s. Lyulyakovo obsht. Ruen
27	0512003	SD "LAF-Velizarov i sie"	s. Dabravka obsht. Belogradchik
28	0612035	OOD "Nivego"	s. Chiren
29	0612041	ET "Ekoprodukt-Megiya-Bogorodka Dobrilova"	gr. Vratsa ul. "Ilinden" 3
30	0612042	ET "Mlechen puls — 95 — Tsvelina Tomova"	gr. Krivodol ul. "Vasil Levski"
31	1012008	"Kentavar" OOD	s. Konyavo obsht. Kyustendil
32	1212022	"Milkkomm" EOOD	gr. Lom ul. "Al.Stamboliyski" 149
33	1212031	"ADL" OOD	s. Vladimirovo obsht. Boychinovtsi
34	1512006	"Mandra" OOD	s. Obnova obsht. Levski
35	1512008	ET "Petar Tonovski-Viola"	gr. Koynare ul. "Hr.Botev" 14

No	Veterinary No	Name of establishment	Town/Street or Village/Region
36	1512010	ET "Militsa Lazarova-90"	gr. Slavyanovo, ul. "Asen Zlatarev" 2
37	1612024	SD "Kostovi - EMK"	gr. Saedinenie ul. "L.Karavelov" 5
38	1612043	ET "Dimitar Bikov"	s. Karnare obsht. "Sopot"
39	1712046	ET "Stem-Tezdzhan Ali"	gr. Razgrad ul. "Knyaz Boris" 23
40	2012012	ET "Olimp-P.Gurtsov"	gr. Sliven m-t "Matsulka"
41	2112003	"Milk-inzhenering" OOD	gr. Smolyan ul. "Chervena skala" 21
42	2112027	"Keri" OOD	s. Borino, obsht. Borino
43	2312023	"Mogila" OOD	gr. Godech, ul. "Ruse" 4
44	2512018	"Biomak" EOOD	gr. Omurtag ul. "Rodopi" 2
45	2712013	"Ekselans" OOD	s. Osmar, obsht. V. Preslav
46	2812018	ET "Bulmilk-Nikolay Nikolov"	s. General Inzovo, obl. Yambolska'

2. the following entry is deleted:

No	Veterinary No	Name of establishment	Town/Street or Village/Region
'4	1512003	"Mandra-1" OOD	s. Tranchovitsa, obsht. Levski'

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