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([1]) Text with EEA relevance

EN

Acts whose titles are printed in light type are those relating to day-to-day management of agricultural matters, and are generally valid for a limited period.

The titles of all other acts are printed in bold type and preceded by an asterisk.

DIRECTIVES

DECISIONS

EN

[1] Text with EEA relevance

I

(Legislative acts)

DIRECTIVES

DIRECTIVE 2013/54/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

of 20 November 2013

concerning certain flag State responsibilities for compliance with and enforcement of the Maritime Labour Convention, 2006

(Text with EEA relevance)

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Article 100(2) thereof,

Having regard to the proposal from the European Commission,

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

Having regard to the opinion of the European Economic and Social Committee ([1]),

After consulting the Committee of the Regions,

Acting in accordance with the ordinary legislative procedure ([2]),

Whereas:

(1) Union action in the field of maritime transport aims, inter alia, to improve the shipboard living and working conditions of seafarers, security and safety at sea and to prevent pollution caused by maritime accidents.

(2) The Union is aware of the fact that most accidents at sea are directly caused by human factors, especially fatigue.

(3) One of the main objectives of the maritime safety policy of the Union is to eradicate substandard shipping.

(4) On 23 February 2006, the International Labour Organisation (ILO), desiring to create a single, coherent and up-to-date instrument that also embodies the fundamental principles to be found in other international labour conventions, adopted the Maritime Labour Convention, 2006 (MLC 2006).

(5) According to Article VIII thereof, the MLC 2006 is to come into force 12 months after the date on which there have been registered ratifications by at least 30 Members of the ILO with a total share in the world gross tonnage of ships of 33 %. This condition was fulfilled on 20 August 2012, and MLC 2006 therefore entered into force on 20 August 2013.

(6) Council Decision 2007/431/EC ([3]) authorised the Member States to ratify MLC 2006, and Member States are urged to do so as soon as possible.

(7) MLC 2006 sets out minimum global standards to ensure the right of all seafarers to decent living and working conditions, irrespective of their nationality and irrespective of the flag of the ships on which they serve, and to establish a level playing field.

(8) Various parts of MLC 2006 have been introduced into different Union instruments both as regards flag State and port State obligations. The aim of this Directive is to introduce certain compliance and enforcement provisions, envisaged in Title 5 of MLC 2006, which relate to those parts of MLC 2006 in respect of which the required compliance and enforcement provisions have not yet been adopted. Those parts correspond to the elements set out in the Annex to Council Directive 2009/13/EC ([4]).

([1]) OJ C 299, 4.10.2012, p. 153.

([2]) Position of the European Parliament of 8 October 2013 (not yet published in the Official Journal) and decision of the Council of 15 November 2013.

([3]) Council Decision 2007/431/EC of 7 of June 2007 authorising Member States to ratify, in the interests of the European Community, the Maritime Labour Convention, 2006, of the International Labour Organisation (OJ L 161, 22.6.2007, p. 63).

([4]) Council Directive 2009/13/EC of 16 February 2009 implementing the Agreement concluded by the European Community Shipowners' Associations (ECSA) and the European Transport Workers' Federation (ETF) on the Maritime Labour Convention, 2006 and amending Directive 1999/63/EC (OJ L 124, 20.5.2009, p. 30).

(9) Directive 2009/13/EC implements the Agreement concluded by the European Community Shipowners' Associations (ECSA) and the European Transport Workers' Federation (ETF) on the Maritime Labour Convention, 2006 ('the Agreement'), annexed thereto. This Directive is without prejudice to Directive 2009/13/EC and should therefore ensure compliance with more favourable provisions of Union law in conformity with that Directive.

(10) Although Directive 2009/21/EC of the European Parliament and of the Council [1] governs flag State responsibilities, incorporating the voluntary IMO Member States audit scheme into Union law, and introducing the certification of quality of national maritime authorities, a separate Directive covering the maritime labour standards would be more appropriate and would more clearly reflect the different purposes and procedures, without affecting Directive 2009/21/EC.

(11) Directive 2009/21/EC applies to IMO Conventions. In any event, Member States could develop, implement and maintain a quality management system for the operational parts of the flag State-related activities of their maritime administration falling within the scope of this Directive.

(12) Member States should ensure the effective discharge of their obligations as flag States with respect to the implementation, by ships flying their flag, of the relevant parts of MLC 2006. In establishing an effective system for monitoring mechanisms, including inspections, a Member State could, where appropriate, grant authorisation to public institutions, or to other organisations within the meaning of Regulation 5.1.2 of MLC 2006, under the conditions set out therein.

(13) According to Article 2(3)(c) of Regulation (EC) No 1406/2002 of the European Parliament and of the Council [2] the mandate of the European Maritime Safety Agency includes, as a core task, that the Agency should work with the Member States to provide, at the request of a Member State, appropriate information in order to support the monitoring of recognised organisations acting on behalf of that Member State, without prejudice to the rights and obligations of the flag State.

(14) Since the objectives of this Directive cannot be sufficiently achieved by the Member States but can rather, by reason of the scale and effects of the action, be better achieved at the level of the Union, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality, as set out in that Article, this Directive does not go beyond what is necessary in order to achieve those objectives.

(15) Under no circumstances should the application of this Directive lead to a reduction in the level of protection currently enjoyed by seafarers under Union law,

HAVE ADOPTED THIS DIRECTIVE:

Article 1

Subject matter

This Directive lays down rules to ensure that Member States effectively discharge their obligations as flag States with respect to the implementation of the relevant parts of MLC 2006. This Directive is without prejudice to Directives 2009/13/EC and 2009/21/EC, and to any higher standards for living and working conditions for seafarers set out therein.

Article 2

Definitions

For the purposes of this Directive, the following definition shall apply in addition to the relevant definitions set out in the Annex to Directive 2009/13/EC:

'relevant parts of MLC 2006' means the parts of MLC 2006 of which the content shall be considered as corresponding to the provisions in the Annex to Directive 2009/13/EC.

Article 3

Monitoring of compliance

1. Member States shall ensure that effective and appropriate enforcement and monitoring mechanisms, including inspections at the intervals provided for in MLC 2006, are established in order to ensure that the living and working conditions of seafarers on ships flying their flag meet, and continue to meet, the requirements of the relevant parts of MLC 2006.

[1] Directive 2009/21/EC of the European Parliament and of the Council of 23 April 2009 on compliance with flag State requirements (OJ L 131, 28.5.2009, p. 132).

[2] Regulation (EC) No 1406/2002 of the European Parliament and of the Council of 27 June 2002 establishing a European Maritime Safety Agency (OJ L 208, 5.8.2002, p. 1).

2. With respect to ships of less than 200 gross tonnage not engaged in international voyages, Member States may, in consultation with the shipowners' and seafarers' organisations concerned, decide to adapt, pursuant to Article II, paragraph 6 of MLC 2006, monitoring mechanisms, including inspections, to take account of the specific conditions relating to such ships.

3. When fulfilling their obligations under this Article, Member States may, where appropriate, authorise public institutions or other organisations, including those of another Member State, if the latter agrees, which they recognise as having sufficient capacity, competence and independence, to carry out inspections. In all cases, a Member State shall remain fully responsible for the inspection of the living and working conditions of the seafarers concerned on ships that fly the flag of that Member State. This provision is without prejudice to Directive 2009/15/EC of the European Parliament and of the Council ([1]).

4. Member States shall establish clear objectives and standards covering the administration of their inspection systems, as well as adequate overall procedures for their assessment of the extent to which those objectives and standards are being attained.

5. A Member State shall ensure that seafarers on board ships flying the flag of that Member State have access to a copy of the Agreement. The access may be provided electronically.

Article 4

Personnel in charge of compliance monitoring

1. Member States shall ensure that personnel, including staff from institutions or other organisations ('recognised organisations' within the meaning of MLC 2006), authorised to carry out inspections in accordance with Article 3(3) and in charge of verifying the proper implementation of the relevant parts of MLC 2006, have the training, competence, terms of reference, full legal authority, status and independence necessary or desirable to enable them to carry out that verification and to ensure compliance with the relevant parts of MLC 2006. In accordance with MLC 2006, inspectors shall be empowered to take steps, as appropriate, to prohibit a ship from leaving port until necessary actions are taken.

2. All authorisations granted with respect to inspections shall, as a minimum, empower the recognised organisation to require the rectification of deficiencies that it identifies in seafarers' living and working conditions, and to carry out inspections in that regard at the request of a port State.

3. Each Member State shall establish:

(a) a system to ensure the adequacy of work performed by recognised organisations, which includes information on all applicable national laws and regulations and relevant international instruments; and

(b) procedures for communication with and oversight of such organisations.

4. Each Member State shall provide the International Labour Office with a current list of any recognised organisations authorised to act on its behalf, and shall keep this list up to date. The list shall specify the functions that the recognised organisations have been authorised to carry out.

Article 5

On-board complaint procedures, handling of complaints and corrective measures

1. Each Member State shall ensure that, in its laws or regulations, appropriate on-board complaint procedures are in place.

2. If a Member State receives a complaint which it does not consider manifestly unfounded or obtains evidence that a ship that flies its flag does not conform to the requirements of the relevant parts of MLC 2006 or that there are serious deficiencies in its implementing measures, that Member State shall take the steps necessary to investigate the matter and ensure that action is taken to remedy any deficiencies found.

3. Personnel dealing with or becoming aware of complaints shall treat as confidential the source of any grievance or complaint alleging a danger or deficiency in relation to seafarers' living and working conditions or a violation of laws and regulations and shall give no intimation to the shipowner, the shipowner's representative or the operator of the ship that an inspection was made as a consequence of such a grievance or complaint.

Article 6

Reports

1. The Commission shall, in the context of its reports to be established in accordance with Article 9 of Directive 2009/21/EC, include matters falling within the scope of this Directive.

2. No later than 31 December 2018, the Commission shall submit a report to the European Parliament and to the Council on the implementation and application of Regulation 5.3 of MLC 2006 regarding labour-supplying responsibilities. If appropriate, the report may include proposals for measures to enhance living and working conditions in the maritime sector.

([1]) Directive 2009/15/EC of the European Parliament and of the Council of 23 April 2009 on common rules and standards for ship inspection and survey organisations and for the relevant activities of maritime administrations (OJ L 131, 28.5.2009, p. 47).

Article 7

Transposition

1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by 31 March 2015. They shall forthwith communicate to the Commission the text of those provisions.

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

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

Article 8

Entry into force

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

Article 9

Addressees

This Directive is addressed to the Member States.

Done at Strasbourg, 20 November 2013.

For the European Parliament	*For the Council*
The President	*The President*
M. SCHULZ	V. LEŠKEVIČIUS

Commission statement

'The Commission considers that the title does not properly reflect the scope of the Directive.'

DIRECTIVE 2013/56/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

of 20 November 2013

amending Directive 2006/66/EC of the European Parliament and of the Council on batteries and accumulators and waste batteries and accumulators as regards the placing on the market of portable batteries and accumulators containing cadmium intended for use in cordless power tools, and of button cells with low mercury content, and repealing Commission Decision 2009/603/EC

(Text with EEA relevance)

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Article 192(1) thereof,

Having regard to the proposal from the European Commission,

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

Having regard to the opinion of the European Economic and Social Committee [1],

After consulting the Committee of the Regions,

Acting in accordance with the ordinary legislative procedure [2],

Whereas:

(1) Directive 2006/66/EC of the European Parliament and of the Council [3] prohibits the placing on the market of portable batteries and accumulators, including those incorporated into appliances, that contain more than 0,002 % of cadmium by weight. However, portable batteries and accumulators intended for use in cordless power tools are exempted from that ban.

(2) The Commission has reviewed that exemption in accordance with Article 4(4) of Directive 2006/66/EC.

(3) That review has led to the conclusion that, in order to gradually diminish the amount of cadmium released into the environment, the prohibition of the use of cadmium should be extended to portable batteries and accumulators intended for use in cordless power tools because suitable cadmium-free substitutes for such applications are available on the market, namely nickel-metal hydride and lithium-ion battery technologies.

(4) The existing exemption for portable batteries and accumulators intended for use in cordless power tools should continue to apply until 31 December 2016 in order to enable the recycling industry and consumers along the whole value chain to further adapt to the relevant substitute technologies across all the regions of the Union in a uniform manner.

(5) Directive 2006/66/EC prohibits the placing on the market of all batteries or accumulators, whether or not incorporated into appliances, that contain more than 0,0005 % of mercury by weight. However, button cells with a mercury content of no more than 2 % by weight are exempted from that prohibition. The Union button cell market is already experiencing a shift towards mercury-free button cells. It is therefore appropriate to prohibit the marketing of button cells with a mercury content exceeding 0,0005 % by weight.

(6) As a consequence of the entry into force of the Lisbon Treaty, the powers conferred on the Commission under Directive 2006/66/EC need to be aligned with Articles 290 and 291 of the Treaty on the Functioning of the European Union (TFEU).

(7) In order to supplement or amend Directive 2006/66/EC, the power to adopt acts in accordance with Article 290 TFEU should be delegated to the Commission in respect of criteria for the assessment of equivalent conditions regarding treatment and recycling outside the Union, capacity labelling of portable and automotive batteries and accumulators and exemptions from the labelling requirements. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level. The Commission, when preparing and drawing-up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and the Council.

[1] OJ C 229, 31.7.2012, p. 140.

[2] Position of the European Parliament of 10 October 2013 (not yet published in the Official Journal) and decision of the Council of 15 November 2013.

[3] Directive 2006/66/EC of the European Parliament and of the Council of 6 September 2006 on batteries and accumulators and waste batteries and accumulators and repealing Directive 91/157/EEC (OJ L 266, 26.9.2006, p. 1).

(8) Wherever appropriate, the producer registration requirements and format should be coherent with regard to the registration rules and format established pursuant to Article 16(3) of, and Part A of Annex X to Directive 2012/19/EU of the European Parliament and of the Council [1].

(9) In order to ensure uniform conditions for the implementation of Directive 2006/66/EC, implementing powers should be conferred on the Commission in respect of transitional arrangements regarding minimum collection rates, a common methodology for the calculation of annual sales of portable batteries and accumulators to end-users, detailed rules regarding the calculation of recycling efficiencies, and a questionnaire or outline for national implementation reports. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council [2].

(10) Directive 2006/12/EC of the European Parliament and of the Council [3] was repealed by Directive 2008/98/EC of the European Parliament and of the Council [4] with effect from 12 December 2010.

(11) Directive 2006/66/EC should therefore be amended accordingly,

HAVE ADOPTED THIS DIRECTIVE:

Article 1

Directive 2006/66/EC is amended as follows:

(1) Article 4 is amended as follows:

(a) paragraph 2 is replaced by the following:

'2. The prohibition set out in paragraph 1(a) shall not apply to button cells with a mercury content of no more than 2 % by weight until 1 October 2015.';

(b) point (c) of paragraph 3 is replaced by the following:

'(c) cordless power tools; this exemption in respect of cordless power tools shall apply until 31 December 2016.';

(c) paragraph 4 is replaced by the following:

'4. As regards button cells for hearing aids, the Commission shall maintain under review the exemption referred to in paragraph 2 and report to the European Parliament and the Council on the availability of button cells for hearing aids which are in compliance with paragraph 1(a) no later than 1 October 2014. Where justified due to the lack of availability of button cells for hearing aids which are in compliance with paragraph 1(a), the Commission shall accompany its report by an appropriate proposal with a view to extending the exemption referred to in paragraph 2 with regard to button cells for hearing aids.';

(2) Article 6(2) is replaced by the following:

'2. Batteries and accumulators which do not meet the requirements of this Directive, but which were lawfully placed on the market prior to the date of application of the respective prohibitions in Article 4, may continue to be marketed until stocks are exhausted.';

(3) Article 10(4) is replaced by the following:

'4. The Commission may establish by means of implementing acts transitional arrangements to address difficulties faced by a Member State in satisfying the requirements of paragraph 2 as a result of specific national circumstances. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 24(2).

In order to ensure uniform application of this Article, the Commission shall establish by means of implementing acts a common methodology for the calculation of annual sales of portable batteries and accumulators to end-users by 26 September 2007. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 24(2).';

[1] Directive 2012/19/EU of the European Parliament and of the Council of 4 July 2012 on waste electrical and electronic equipment (WEEE) (OJ L 197, 24.7.2012, p. 38).
[2] Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).
[3] Directive 2006/12/EC of the European Parliament and of the Council of 5 April 2006 on waste (OJ L 114, 27.4.2006, p. 9).
[4] Directive 2008/98/EC of the European Parliament and of the Council of 19 November 2008 on waste and repealing certain Directives (OJ L 312, 22.11.2008, p. 3).

(4) Article 11 is replaced by the following:

'*Article 11*

Removal of waste batteries and accumulators

Member States shall ensure that manufacturers design appliances in such a way that waste batteries and accumulators can be readily removed. Where they cannot be readily removed by the end-user, Member States shall ensure that manufacturers design appliances in such a way that waste batteries and accumulators can be readily removed by qualified professionals that are independent of the manufacturer. Appliances in which batteries and accumulators are incorporated shall be accompanied by instructions on how those batteries and accumulators can be safely removed by either the end-user or by independent qualified professionals. Where appropriate, the instructions shall also inform the end-user of the types of battery or accumulator incorporated into the appliance.

The provisions set out in the first paragraph shall not apply where, for safety, performance, medical or data integrity reasons, continuity of power supply is necessary and a permanent connection between the appliance and the battery or accumulator is required.';

(5) Article 12(6) is replaced by the following:

'6. The Commission shall, by means of implementing acts, adopt detailed rules regarding the calculation of recycling efficiencies by 26 March 2010. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 24(2).';

(6) Article 12(7) is deleted;

(7) Article 15(3) is replaced by the following:

'3. The Commission shall be empowered to adopt delegated acts in accordance with Article 23a to lay down detailed rules supplementing the rules referred to in paragraph 2 of this Article, in particular criteria for the assessment of equivalent conditions as referred to therein.';

(8) Article 17 is replaced by the following:

'*Article 17*

Registration

Member States shall ensure that each producer is registered. Registration shall be subject to the same procedural requirements in each Member State in accordance with Annex IV.';

(9) Article 18(2) is replaced by the following:

'2. Member States shall make public the draft exemption measures referred to in paragraph 1, and the grounds for proposing them and shall notify them to the Commission and other Member States.';

(10) Article 21 is amended as follows:

(a) paragraph 2 is replaced by the following:

'2. Member States shall ensure that the capacity of all portable and automotive batteries and accumulators is indicated on them in a visible, legible and indelible form by 26 September 2009. The Commission shall be empowered to adopt delegated acts in accordance with Article 23a laying down detailed rules supplementing that requirement, including harmonised methods for the determination of capacity and appropriate use by 26 March 2009.';

(b) paragraph 7 is replaced by the following:

'7. The Commission shall be empowered to adopt delegated acts in accordance with Article 23a in order to grant exemptions from the labelling requirements set out in this Article. As part of the preparation of such delegated acts, the Commission shall consult relevant stakeholders, in particular producers, collectors, recyclers, treatment operators, environmental and consumer organisations, and employee associations.';

(11) Article 22(2) is replaced by the following:

'2. Reports shall be drawn up on the basis of a questionnaire or outline. The Commission shall establish by means of implementing acts the questionnaire or the outline for those reports. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 24(2). The questionnaire or outline shall be sent to Member States six months before the beginning of the first reporting period.';

(12) The following Article is added:

'*Article 23a*

Exercise of the delegation

1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.

2. The power to adopt delegated acts referred to in Article 15(3) and Article 21(2) and (7) shall be conferred on the Commission for a period of five years from 30 December 2013. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.

3. The delegation of power referred to in Article 15(3) and Article 21(2) and (7) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the *Official Journal of the European Union* or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.

4. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.

5. A delegated act adopted pursuant to Article 15(3) and Article 21(2) and (7) shall enter into force only if no objection has been expressed either by the European Parliament or the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or the Council.';

(13) Article 24 is replaced by the following:

'*Article 24*

Committee procedure

1. The Commission shall be assisted by the Committee established by Article 39 of Directive 2008/98/EC of the European Parliament and of the Council (*). That Committee shall be a committee within the meaning of Regulation (EU) No 182/2011 of the European Parliament and of the Council (**).

2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.

Where the committee delivers no opinion, the Commission shall not adopt the draft implementing act and the third subparagraph of Article 5(4) of Regulation (EU) No 182/2011 shall apply.

(*) Directive 2008/98/EC of the European Parliament and of the Council of 19 November 2008 on waste and repealing certain Directives (OJ L 312, 22.11.2008, p. 3).

(**) Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).';

(14) the following Annex is added:

'*ANNEX IV*

Procedural requirements for registration

1. Requirements for registration

Registration of producers of batteries and accumulators shall take place with the national authorities or with national producer responsibility organisations authorised by Member States (hereinafter: registration bodies), either on paper or electronically.

The registration procedure may be part of another producer registration procedure.

Producers of batteries and accumulators shall only need to register once in a Member State where they place batteries and accumulators on the Member State market for the first time on a professional basis, and shall be provided with a registration number upon registration.

2. Information to be provided by the producers

Producers of batteries and accumulators shall provide to the registration bodies the following information:

(i) name of the producer and brand names (if available) under which they operate in the Member State;

(ii) address(es) of the producer: postal code and location, street name and number, country, URL, telephone number, as well as a contact person, fax number and e-mail address of the producer, if available;

(iii) indication on the type of batteries and accumulators placed on the market by the producer: portable batteries and accumulators, industrial batteries and accumulators, or automotive batteries and accumulators;

(iv) information on how the producer meets its responsibilities: by individual or collective scheme;

(v) date of the application for registration;

(vi) national identification code of the producer, including European tax number or national tax number of the producer (optional);

(vii) declaration stating that the information provided is true.

For the purpose of the registration referred to in the second paragraph of point 1, the producers of batteries and accumulators shall not be obliged to provide any other information than listed in point 2(i)-(vii).

3. Registration fees

Registration bodies may only apply registration fees on the condition that these are cost-based and proportionate.

Registration bodies applying registration fees shall inform the competent national authorities of the methodology of the cost calculation of the fees.

4. Change of registration data

Member States shall ensure that in case the data provided by producers in accordance with point 2(i)-(vii) changes, producers shall inform the relevant registration body thereof no later than one month after the change.

5. Deregistration

When producers cease to be producers in a Member State, they shall deregister by informing the relevant registration body thereof.'

Article 2

Repeal of Commission Decision 2009/603/EC

Commission Decision 2009/603/EC [1] shall be repealed with effect from 1 July 2015.

Article 3

Transposition

1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with Article 1 of this Directive by 1 July 2015. They shall forthwith communicate to the Commission the text of those provisions.

2. When Member States adopt those provisions, they shall contain a reference to this Directive or be accompanied by such a reference on the occasion of their official publication. Member States shall determine how such reference is to be made.

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

Article 4

Entry into force

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

Article 5

Addressees

This Directive is addressed to the Member States.

Done at Strasbourg, 20 November 2013.

For the European Parliament	*For the Council*
The President	*The President*
M. SCHULZ	V. LEŠKEVIČIUS

[1] Commission Decision 2009/603/EC of 5 August 2009 establishing requirements for registration of producers of batteries and accumulators in accordance with Directive 2006/66/EC of the European Parliament and of the Council (OJ L 206, 8.8.2009, p. 13).

II

(Non-legislative acts)

REGULATIONS

COMMISSION IMPLEMENTING REGULATION (EU) No 1277/2013

of 9 December 2013

authorising an increase of the limits for the enrichment of wine produced using the grapes harvested in 2013 in certain wine-growing regions or a part thereof

THE EUROPEAN COMMISSION,

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

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 the third paragraph of Article 121 thereof,

Whereas:

(1) Point A.3 of Annex XVa to Regulation (EC) No 1234/2007 provides that Member States may request that the limits for increasing the alcoholic strength (enrichment) of wine by volume be raised by up to 0,5 % in years in which climatic conditions have been exceptionally unfavourable.

(2) The Czech Republic, Germany, France, Croatia, Luxembourg, Hungary, Austria and Slovakia have requested such increases of the limits for enrichment of the wine produced using the grapes harvested in the year 2013, as climatic conditions during the growing season have been exceptionally unfavourable. Such request has been made by the Czech Republic, Germany, Croatia, Luxembourg, Hungary, Austria and Slovakia for all their wine-growing regions and by France for some communes within the department of Gironde.

(3) Due to the exceptionally adverse weather conditions during 2013, the limits on increases in the natural alcoholic strength provided for in point A.2 of Annex XVa to Regulation (EC) No 1234/2007 do not enable the production of wine with an appropriate total alcoholic strength in certain wine-growing regions or a part thereof for which there would normally be market demand.

(4) Having regard to the purpose of Annex XVa to Regulation (EC) No 1234/2007, namely to discourage and limit enrichment of wine, and given the exceptional nature of the derogation in point A.3 of that Annex, authorisations to increase the limits for the enrichment of wine should be granted only for the wine-growing regions or parts thereof affected by exceptionally unfavourable climatic conditions. Therefore, in France, the authorisation should only be granted for a limited number of communes in the department of Gironde that have suffered such climatic conditions.

(5) It is therefore appropriate to authorise an increase of the limits for the enrichment of wine produced using the grapes harvested in 2013 in wine-growing regions in the Czech Republic, Germany, France, Croatia, Luxembourg, Hungary, Austria, and Slovakia or a part thereof.

(6) The measures provided for in this Regulation are in accordance with the opinion of the Management Committee for the Common Organisation of Agricultural Markets,

HAS ADOPTED THIS REGULATION:

Article 1

By way of derogation from point A.2 of Annex XVa to Regulation (EC) No 1234/2007, in the wine-growing regions or a part thereof listed in the Annex to this Regulation, the increase in natural alcoholic strength by volume of fresh grapes harvested in the year 2013, grape must, grape must in fermentation, new wine still in fermentation and wine produced using the grapes harvested in the year 2013, shall not exceed the following limits:

(a) 3,5 % vol. in wine-growing zone A referred to in the appendix to Annex XIb to Regulation (EC) No 1234/2007;

(b) 2,5 % vol. in wine-growing zone B referred to in the appendix to Annex XIb to Regulation (EC) No 1234/2007;

(c) 2,0 % vol. in wine-growing zones C I and C II referred to in the appendix to Annex XIb to Regulation (EC) No 1234/2007.

[1] OJ L 299, 16.11.2007, p. 1.

Article 2

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

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

Done at Brussels, 9 December 2013.

For the Commission
The President
José Manuel BARROSO

ANNEX

Wine-growing regions or a part thereof where an increase of the enrichment limit is authorised pursuant to Article 1

Member State	Wine-growing regions or part thereof (wine-growing zone)
Czech Republic	All wine-growing regions (zones A and B)
Germany	All wine-growing regions (zones A and B)
France	The following communes within the department of Gironde: Arbanats, Ayguemorte-Les-Graves, Baurech, Beautiran, Belvès-de-Castillon, Blésignac, Branne, Cabara, Camiac-et-Saint-Denis, Capian, Cardan, Castillon-la-Bataille, Castres-Gironde, Civrac-sur-Dordogne, Daignac, Dardenac, Espiet, Faleyras, Francs, Gardegan-et-Tourtirac, Grézillac, Guillac, Haux, La Brède, Langoiran, Lestiac-sur-Garonne, Lugaignac, Mouillac, Mouliets-et-Villemartin, Naujan-et-Postiac, Paillet, Podensac, Portets, Pujols, Rions, Saint-Aubin-de-Branne, Sainte-Colombe, Saint-Étienne-de-Lisse, Sainte-Florence, Saint-Genès-de-Castillon, Saint-Genès-de-Lombaud, Saint-Jean-de-Blaignac, Saint-Léon, Saint-Magne-de-Castillon, Saint-Michel-de-Rieufret, Saint-Morillon, Saint-Pey-d'Armens, Saint-Philippe-d'Aiguille, Saint-Selve, Sainte-Terre, Les Salles-de-Castillon, La Sauve, Tabanac, Tizac-de-Curton, Le Tourne, Vignonet, Villenave-de-Rions and Virelade (zone CI)
Croatia	All wine-growing regions (zones B, CI and CII)
Luxembourg	All wine-growing regions (zone A)
Hungary	All wine-growing regions (zone CI)
Austria	All wine-growing regions (zone B)
Slovakia	All wine-growing regions (zones B and CI)

COMMISSION IMPLEMENTING REGULATION (EU) No 1278/2013

of 9 December 2013

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

THE EUROPEAN COMMISSION,

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

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 Implementing Regulation (EU) No 543/2011 of 7 June 2011 laying down detailed rules for the application of Council Regulation (EC) No 1234/2007 in respect of the fruit and vegetables and processed fruit and vegetables sectors [2], and in particular Article 136(1) thereof,

Whereas:

(1) Implementing Regulation (EU) No 543/2011 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 XVI, Part A thereto.

(2) The standard import value is calculated each working day, in accordance with Article 136(1) of Implementing Regulation (EU) No 543/2011, taking into account variable daily data. Therefore this Regulation should enter into force on the day of its publication in the *Official Journal of the European Union*,

HAS ADOPTED THIS REGULATION:

Article 1

The standard import values referred to in Article 136 of Implementing Regulation (EU) No 543/2011 are fixed in the Annex to this Regulation.

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, 9 December 2013.

For the Commission,
On behalf of the President,
Jerzy PLEWA
Director-General for Agriculture and Rural Development

[1] OJ L 299, 16.11.2007, p. 1.
[2] OJ L 157, 15.6.2011, 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	AL	45,1
	MA	81,4
	TN	86,4
	TR	84,7
	ZZ	74,4
0707 00 05	AL	59,9
	MA	127,8
	TR	122,5
	ZZ	103,4
0709 93 10	MA	153,0
	TR	161,8
	ZZ	157,4
0805 10 20	AR	30,4
	AU	88,3
	MA	36,7
	TR	61,1
	UY	36,0
	ZA	55,2
	ZW	19,7
	ZZ	46,8
0805 20 10	AU	135,6
	MA	58,6
	ZZ	97,1
0805 20 30, 0805 20 50, 0805 20 70, 0805 20 90	TR	66,3
	ZZ	66,3
0805 50 10	TR	70,1
	ZZ	70,1
0808 10 80	BA	42,7
	MK	36,9
	NZ	160,5
	US	165,4
	ZA	199,9
	ZZ	121,1
0808 30 90	TR	130,9
	US	211,2
	ZZ	171,1

(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'.

DIRECTIVES

COMMISSION DIRECTIVE 2013/60/EU

of 27 November 2013

amending for the purposes of adapting to technical progress, Directive 97/24/EC of the European Parliament and of the Council on certain components and characteristics of two or three-wheel motor vehicles, Directive 2002/24/EC of the European Parliament and of the Council relating to the type-approval of two or three-wheel motor vehicles and Directive 2009/67/EC of the European Parliament and of the Council on the installation of lighting and light-signalling devices on two- or three-wheel motor vehicles

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

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

Having regard to Directive 97/24/EC of the European Parliament and of the Council of 17 June 1997 on certain components and characteristics of two or three-wheel motor vehicles ([1]) and in particular Article 7 thereof,

Having regard to Directive 2002/24/EC of the European Parliament and of the Council of 18 March 2002 relating to the type-approval of two or three-wheel motor vehicles ([2]) and in particular Article 17 thereof,

Having regard to Directive 2009/67/EC of the European Parliament and of the Council of 13 July 2009 on the installation of lighting and light-signalling devices on two or three-wheel motor vehicles ([3]) and in particular Article 4 thereof,

Whereas:

(1) The Union is a contracting party to the Agreement of the United Nations Economic Commission for Europe (UNECE) concerning the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted to and/or used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions ('Revised 1958 Agreement') ([4]). In order to simplify the type-approval legislation of the Union in line with the recommendations of the final report entitled 'CARS 21: A Competitive Automotive Regulatory System for the 21st century', it is appropriate to amend EU Directives by the incorporation into Union law and application of additional UNECE Regulations in current type-approval legislation of L-category vehicles without reducing the level of protection. To reduce the administrative burden associated with the type-approval procedures, vehicle manufacturers should be allowed to seek type-approval in accordance with the relevant UNECE regulations referred to in Article 1 of this Directive.

(2) In the transitional period until the date on which UNECE Regulation No 41 on noise emissions of motorcycles ([5]) is made obligatory in Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles ([6]), it is appropriate that, for new vehicle types, the sound requirements for motorcycles set out in Chapter 9 of Directive 97/24/EC and in the fourth series of amendments to UNECE Regulation No 41, including the associated sound limits set-out in Annex 6 to that UN Regulation, be regarded as equivalent.

(3) In view of the disproportionately high level of hydrocarbon and carbon monoxide emissions produced by vehicle categories L1e, L2e and L6e (two- and three-wheel mopeds, and light quadricycles) it is appropriate to revise environmental test type I (tailpipe emissions after cold start) by including emission measurements starting directly after cold start in order better to reflect real-world use and the significant proportion of pollutant emissions produced directly after cold start while the engine warms up. The changes in the emission laboratory test procedure should be reflected in the administrative provisions, in particular in the changes as regards to the entries on the Certificate of Conformity (CoC) and of the measurement test results sheet in Directive 2002/24/EC.

(4) In order to ensure a level playing field for all manufacturers and for the sake of equal environmental performance of L1e, L2e and L6e category vehicles in terms of crankcase gas emissions it is also appropriate to request the vehicle manufacturer, when applying for a new type approval, to state explicitly that zero emissions stem from the crankcase gas ventilation system for these

([1]) OJ L 226, 18.8.1997, p. 1.
([2]) OJ L 124, 9.5.2002, p. 1.
([3]) OJ L 222, 25.8.2009, p. 1.
([4]) OJ L 346, 17.12.1997, p. 81.
([5]) OJ L 317, 14.11.2012, p. 1.
([6]) OJ L 60, 2.3.2013, p. 52.

vehicle categories, implying that the crankcase is properly sealed and that the crankcase gasses are not being discharged directly into the ambient atmosphere throughout the vehicle's useful life.

(5) In order to be coherent with UNECE lighting and light-signalling installation requirements for L-category vehicles and to improve their visibility, new types of such vehicles should be equipped with lights that switch on automatically in compliance with UNECE Regulations No 74 (L1e vehicles) [1] and No 53 (L3e motorcycles) [2] or with dedicated day-time running lights (DRL) complying with the relevant requirements of UNECE Regulation No 87 [3]. For all other subcategories of L-category vehicles, an automatic switching on of lighting shall be installed or at the choice of the manufacturer, dedicated day-time running lights that automatically switch on.

(6) This Directive should explicitly introduce the Euro level for category L1e, L2e and L6e vehicles falling in the scope of Directive 2002/24/EC. Certificates of Conformity for vehicles with an emission approval in accordance with previous provisions should continue to be allowed to indicate the Euro level on a voluntary basis.

(7) The measures provided for in this Directive are in accordance with the opinion of the Technical Committee for Adaptation to Technical Progress.

(8) In order to enable the adoption by Member States of the laws, regulations and administrative provisions necessary to comply with this Directive within the deadline established therein, it should enter into force on the day following that of its publication,

HAS ADOPTED THIS DIRECTIVE:

Article 1

Directive 97/24/EC is amended as follows:

(1) Article 4(1) of Directive 97/24/EC is replaced by the following:

'1. In accordance with the provisions of Article 11 of Directive 2002/24/EC, the equivalence shall be recognised of the requirements of Chapter 1 (tyres), Chapter 2 (lighting and light-signalling devices), Chapter 4 (rear-view mirrors), Annex III to Chapter 9 (permissible sound level and exhaust system requirements for motorcycles) and Chapter 11 (safety belts) annexed to this Directive and those of UNECE Regulations Nos 30 [1], 54 [2], 64 [3] and 75 [4] in respect of tyres, 3 [5], 19 [6], 20 [7], 37 [8], 38 [9], 50 [10], 53 [11], 56 [12], 57 [13], 72 [14], 74 [15] and 82 [16] in respect of lighting and light-signalling devices, 81 [17] in respect of rear-view mirrors, 16 [18] in respect of safety belts and 41 [19] in respect of noise emissions from motorcycles.

[1] E/ECE/TRANS/505/REV 1/ADD 29.
[2] E/ECE/TRANS/505/REV 1/ADD 53.
[3] E/ECE/TRANS/505/REV 1/ADD 63.
[4] E/ECE/TRANS/505/REV 1/ADD 74.
[5] E/ECE/TRANS/324/ADD 2.
[6] E/ECE/TRANS/324/REV 1/ADD 18.
[7] E/ECE/TRANS/324/REV 1/ADD 19.
[8] E/ECE/TRANS/505/REV 1/ADD 36.
[9] E/ECE/TRANS/324/REV 1/ADD 37.
[10] E/ECE/TRANS/505/REV 1/ADD 49.
[11] E/ECE/TRANS/505/REV 1/ADD52/Rev.2.
[12] E/ECE/TRANS/505/REV 1/ADD 55.
[13] E/ECE/TRANS/505/REV 1/ADD 56.
[14] E/ECE/TRANS/505/REV 1/ADD 71.
[15] E/ECE/TRANS/505/REV 1/ADD73/Rev.2/Amend.1.
[16] E/ECE/TRANS/505/REV 1/ADD 81.
[17] E/ECE/TRANS/505/REV 1/ADD 80.
[18] E/ECE/TRANS/505/REV 1/ADD 15.
[19] E/ECE/TRANS/505/Rev.1/Add.40/Rev.2.';

(2) Annexes I, II and IV to Chapter 5 of Directive 97/24/EC are amended in accordance with Annex I to this Directive.

Article 2

Annexes IV and VII to Directive 2002/24/EC are amended in accordance with Annex II to this Directive.

Article 3

Annexes I to VI to Directive 2009/67/EC are amended in accordance with Annex III to this Directive.

Article 4

1. With effect from 1 July 2014 Member States shall refuse, on grounds relating to measures to counter air pollution and functional safety, to grant for any EC type-approval for new types of a two or three-wheel motor vehicle which does not comply with Directives 2002/24/EC and 97/24/EC as amended by this Directive.

2. With effect from 1 July 2014, Certificates of Conformity shall be issued for vehicles complying with the provisions of Directive 97/24/EC as amended by point 1 of Annex II to this Directive.

Article 5

1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by 30 June 2014 at the latest. They shall communicate to the Commission the relevant text of those provisions forthwith.

When Member States adopt such measures, these shall contain a reference to this Directive or be accompanied by such a reference on their official publication. Member States shall determine how such a reference is to be made.

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

[1] OJ L 166, 18.6.2013, p. 88.
[2] OJ L 166, 18.6.2013, p. 55.
[3] OJ L 164, 30.6.2010, p. 46.

Article 6

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

Article 7

This Directive is addressed to the Member States.

Done at Brussels, 27 November 2013.

For the Commission
The President
José Manuel BARROSO

ANNEX I

Annexes I, II and IV to Chapter 5 of Directive 97/24/EC are amended as follows:

(1) Annex I to Chapter 5 of Directive 97/24/EC is amended as follows:

(a) points 2.2 to 2.2.1.2.2 are replaced by the following:

'2.2. **Description of tests**

2.2.1. The category L1e, L2e or L6e vehicle in compliance with Euro 3 emissions shall be subjected to Type I and II tests, as specified below:

2.2.1.1. Type I test (average emissions of gaseous pollutants in a congested urban area after cold start)

2.2.1.1.1. The test vehicle is placed on a chassis dynamometer equipped with a brake and a flywheel. The following test procedure shall be carried out:

2.2.1.1.1.1. A cold test phase 1 lasting a total of 448 seconds and comprising four elementary cycles is carried out without interruption;

2.2.1.1.1.2. A warm test phase 2 shall follow cold test phase 1 without delay, lasting a total of 448 seconds and comprising four elementary cycles. The warm test phase 2 shall be carried out without interruption;

2.2.1.1.1.3. Each elementary cycle in cold test phase 1 or in warm test phase 2 shall comprise of seven operations (idle, acceleration, steady speed, deceleration, steady state, deceleration, idle). During both cold and warm test phases the exhaust gases shall be diluted with fresh air to ensure that the flow volume of the mixture remains constant.

2.2.1.1.1.4. In the type I test:

2.2.1.1.1.4.1. A continuous flow of samples of the mixture of exhaust gas and dilution air shall be collected in bag No 1 collected during cold phase 1. A continuous flow of samples of the exhaust gases and dilution air mixture shall be collected in a separate bag No 2 collected during warm phase 2. The concentrations of carbon monoxide, total hydrocarbons, oxides of nitrogen and carbon dioxide in bag No 1 and bag No 2 shall be determined separately one after the other;

2.2.1.1.1.4.2. The total volume of the mixture in each bag shall be measured and added up to produce the total bag volume;

2.2.1.1.1.4.3. At the end of each test phase the distance effectively travelled is recorded from the total shown on the cumulative revolution counter driven by the roller.

2.2.1.1.2. The test is carried out in accordance with the test procedure described in Appendix 1. The gases are collected and analysed according to the methods laid down.

2.2.1.1.3. Subject to the provisions of point 2.2.1.1.4, the test is carried out three times. The total mass of carbon monoxide, hydrocarbons and nitrogen oxides obtained in each test shall be less than the Euro 3 limit values set out in the table below.

2.2.1.1.3.1. *Table 1*

Euro 3 emission limits for vehicle categories L1e, L2e and L6e

Component type-approval and conformity of production	
CO (g/km)	HC + NO_x (g/km)
L_1	L_2
1 ([1])	1,2

([1]) The limit for the mass of CO shall be 3,5 g/km in the case of three-wheel mopeds (L2e) and light quadricycles (L6e).

2.2.1.1.3.2. However, one of the three results for each of the abovementioned pollutants may exceed the limit value prescribed for the moped concerned by a maximum of 10 %, provided the arithmetical mean of the three results is less than the prescribed limit value. If more than one pollutant exceeds the prescribed limit values, it is immaterial whether this occurs in the same test or in different tests.

2.2.1.1.4. The number of tests prescribed in point 2.2.1.1.3 is reduced under the conditions described below, where V_1 is the result of the first test and V_2 is the result of the second test for each of the pollutants referred to in that point.

2.2.1.1.4.1. Only one test is required if $V_1 \leq 0{,}70$ L for all the pollutants concerned.

2.2.1.1.4.2. Only two tests are required if $V_1 \leq 0{,}85$ L for all the pollutants concerned and if, for at least one pollutant, $V_1 > 0{,}70$ L. In addition, for each of the pollutants concerned, V_2 shall be such that $V_1 + V_2 < 1{,}70$ L and $V_2 <$ L.

2.2.1.1.5. A category L1e, L2e or L6e vehicle complying with the Euro 3 test type I limits set out in point 2.2.1.1.3.1 and the test type I requirements set out in this Annex shall be approved as Euro 3 compliant.

2.2.1.2. Type II test (carbon monoxide and unburnt hydrocarbons emissions at idling speed).

2.2.1.2.1. The mass of carbon monoxide and the mass of unburnt hydrocarbons emitted with the engine at idling speed are measured for one minute.

2.2.1.2.2. This test shall be carried out in accordance with the procedure described in Appendix 2.';

(b) in Appendix 1, points 4.2 to 4.2.3 are replaced by the following:

'4.2. **Gas-collection equipment**

The gas-collection equipment shall consist of the following components (see Sub-appendices 2 and 3):

4.2.1. A device to collect all the exhaust gases produced during the test, whilst maintaining atmospheric pressure at the moped exhaust outlet (s);

4.2.2. A tube connecting the exhaust-gas collection equipment and the exhaust-gas sampling system. This connecting tube and the gas collection equipment shall be made of stainless steel, or of another material which will not affect the composition of the gases collected and will resist their temperature;

4.2.3. A device to suck in the diluted gases. This device shall guarantee constant flow of a sufficient volume to ensure that all the exhaust gases are sucked in;';

(c) in Appendix 1, points 4.2.4 to 4.2.8 are replaced by the following:

'4.2.4. A sampling probe attached to the outside of the gas-collection device which can collect a constant sample of the dilution air using a pump, a filter and a flow meter for the duration of the test;

4.2.5. A sampling probe directed upstream of the flow of diluted gases to sample the mixture for the duration of the test at a constant rate of flow using, if necessary, a filter, a flow meter and a pump. The minimum rate of flow of the gases in the two sampling systems described above shall be at least 150 l/h;

4.2.6. Three-way valves on the sampling circuits described above to direct the flow of samples either to the atmosphere or to their respective sampling bags for the duration of the test;

4.2.7. Leak-tight sampling bags to collect the mixture of exhaust gas and dilution air. These shall be unaffected by the pollutants concerned and of sufficient capacity not to disrupt the normal flow of sampling. There shall be at least one separate sampling bag (bag No 1) for cold test phase 1 and one separate sampling bag (bag No 2) for warm test phase 2;

4.2.7.1. These sampling bags shall each have an automatic sealing device which can be closed rapidly and tightly, either on the sampling circuit or on the analysis circuit at the end of the test.

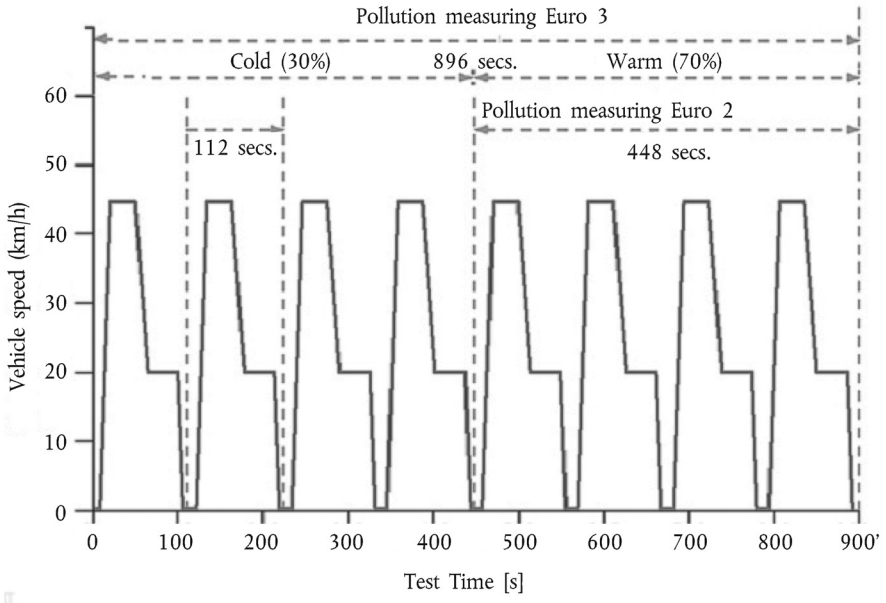
4.2.7.1.1. The sealing device on bag No 1 shall close after 448 seconds after the start of the type I test.

4.2.7.1.2. The sealing device on bag No 2 shall immediately open subsequent to the sealing of bag No 1 and close again 896 seconds after the start of the type I test;

4.2.8. There shall be a method of measuring the total volume of diluted gases passing through the sampling device during the test. The exhaust dilution system shall comply with the requirements of Appendix 2 to Chapter 6 of Annex I to UNECE Regulation No 83.

4.2.9. *Figure 1*

Pollutant emission sampling for Euro 3 as compared with Euro 2 for an L1e, L2e or L6e category vehicle



(d) in Appendix 1 the following point 4.3.3 is inserted:

'4.3.3 The analytical equipment shall be capable of measuring independently the mixture sample of exhaust gases and dilution air captured in bags No 1 and 2.';

(e) in Appendix 1 points 5.4 to 5.4.3 are replaced by the following:

'5.4. **Conditioning of the test vehicle**

5.4.1. The tyre pressure of the test vehicle shall be as stated by the manufacturer for normal road use. However, if the diameter of the rollers is less than 500 mm, the pressure in the tyres may be increased by 30-50 %.

5.4.2. The fuel tank(s) shall be drained through the drain(s) provided and charged with the test fuel specified in Annex IV.

5.4.3. The test vehicle shall be moved to the test area and the following operations shall be performed:';

(f) in Appendix 1, the following points 5.4.3.1 to 5.4.3.5 are inserted:

'5.4.3.1. The test vehicle shall be driven or pushed onto a chassis dynamometer and operated through the test cycle set out in 2.1 The test vehicle need not be cold, and may be used to set dynamometer power.

5.4.3.2. The load on the driving wheel shall be within ± 3 kg of the load on a vehicle in normal road use, with a driver weighing 75 kg ± 5 kg, sitting in an upright position.

5.4.3.3. Practice runs over the test cycle set out in 2.1 may be performed at test points, provided an emission sample is not taken, to determine the minimum throttle action required to maintain the proper speed-time relationship.

5.4.3.4. Before being placed in the soak area the test vehicle shall undergo four consecutive operating cycles as set out in 2.1, each lasting 112 seconds. This preconditioning test cycle shall be performed with the dynamometer settings laid down in 5.1 and 5.2 Measurement of the tailpipe emissions is not required for this preconditioning test cycle.

5.4.3.5. Within five minutes of the completion of preconditioning, the test vehicle shall be removed from the dynamometer and driven or pushed to the soak area to be parked. The ambient temperature in the soak area shall be controlled at 298 K ± 5 K. The vehicle shall be stored for not less than six hours and not more than 36 hours prior to the cold start type I test or until the engine oil temperature T_{Oil}, the coolant temperature $T_{Coolant}$ or the sparkplug seat/gasket temperature T_{SP} (only for air cooled engines) equals the air temperature of the soak area. The test report shall indicate which of the criteria has been selected.';

(g) in Appendix 1, points 7.1 to 7.1.3 are replaced by the following:

'7.1. **Sampling**

7.1.1. Sampling begins as soon as the test commences, as indicated in point 6.2.2.

7.1.2. Bags Nos 1 and 2 shall be hermetically sealed and follow the sealing sequence set out in point 4.2.7.1 They shall not be connected during cold test phase 1 or warm test phase 2.

7.1.3. At the end of the final cycle the device for collecting the diluted exhaust gases and the dilution air shall be closed and the gases produced by the engine diverted into the atmosphere.';

(h) in Appendix 1, point 7.2.4 is replaced by the following:

'7.2.4. The concentrations of HC, CO and NO_x and CO_2 in the samples of diluted exhaust gases and in the bags collecting the dilution air are determined from the values shown or recorded by the measuring equipment by applying the relevant calibration curves.';

(i) in Appendix 1, points 8 to 8.4.1 are replaced by the following:

'8. DETERMINATION OF THE QUANTITY OF GASEOUS POLLUTANTS EMITTED

8.1. The masses of CO_2 and gaseous pollutants CO, HC, NO_x shall be determined separately for bag Nos 1 and 2 in accordance with points 8.2 to 8.6.

8.2. The mass of carbon monoxide gas emitted during the test is determined by means of the formula:

$$CO_m = V \cdot d_{CO} \cdot \frac{CO_c}{10^6}$$

where:

8.2.1. CO_m is the mass of carbon monoxide emitted during the test, expressed in g/km, separately to be calculated for each phase;

8.2.2. S_X is the distance actually travelled expressed in km, obtained by multiplying the total number of revolutions shown on the revolution counter by the circumference of the roller,

where:

X = 1 for cold phase 1;

X = 2 for warm phase 2.

8.2.3. d_{CO} is the density of carbon monoxide at a temperature of 273,2 K (0 °C) and at a pressure of 101,3 kPa ($= 1{,}250 \cdot 10^3$ g/m^3);

8.2.4. CO_c is the volume concentration of carbon monoxide in the diluted gases, expressed in parts per million (ppm) and corrected to take account of the pollution of the dilution air:

$$CO_c = CO_e - CO_d \cdot \left(1 - \frac{1}{DF}\right)$$

where:

8.2.4.1. CO_e is the concentration of carbon monoxide, measured in ppm, in the sample of diluted gases collected in bag S_a.

8.2.4.2. CO_d is the concentration of carbon monoxide, measured in ppm, in the sample of dilution air collected in bag S_b.

8.2.4.3. DF is the coefficient defined in 8.6.

8.2.5. V is the volume, expressed in m^3/phase, of diluted gases at reference temperature 273,2 K (0 °C) and reference pressure 101,3 kPa:

$$V = V_0 \cdot \frac{N \cdot (P_a - P_i) \cdot 273{,}2}{101{,}3 \cdot (T_p + 273{,}2)}$$

where:

8.2.5.1. V_0 is the volume of gas displaced by pump P_1 during one rotation expressed in m^3/revolution. This volume is a function of the differential pressures between the inlet and outlet sections of the pump itself;

8.2.5.2. N is the number of rotations made by pump P_1 during the four elementary test cycles of each phase;

8.2.5.3. P_a is the atmospheric pressure expressed in kPa;

8.2.5.4. P_i is the mean value, expressed in kPa, during performance of the drop in pressure in the inlet section of pump P_1;

8.2.5.5. T_p (°C) is the value of the temperature of the diluted gases measured in the inlet section of pump P_1.

8.3. The mass of unburned hydrocarbons emitted through the moped's exhaust during the test is calculated by means of the formula:

$$HC_m = V \cdot d_{HC} \cdot \frac{HC_c}{10^6}$$

where:

8.3.1. HC_m is the mass of hydrocarbons emitted during the test, expressed in g, separately to be calculated for each phase;

8.3.2. S_X is the distance defined in 8.2.2;

8.3.3. d_{HC} is the density of hydrocarbons at a temperature of 273,2 K (0 °C) and a pressure of 101,3 kPa (for petrol (E5) ($C_1H_{1,89}O_{0,016}$)) (= 631 g/m^3);

8.3.4. HC_c is the concentration of the diluted gases expressed in ppm carbon equivalent and corrected to take account of the dilution air:

$$HC_c = HC_e - HC_d \cdot \left(1 - \frac{1}{DF}\right)$$

where:

8.3.4.1. HC_e is the concentration of hydrocarbons, expressed in ppm carbon equivalent, in the sample of diluted gases collected in bag S_a;

8.3.4.2. HC_d is the concentration of hydrocarbons, expressed in ppm carbon equivalent, in the sample of dilution air collected in bag S_b;

8.3.4.3. DF is the coefficient defined in 8.6.

8.3.5. V is the volume defined in 8.2.5.

8.4. The mass of oxides of nitrogen emitted through the moped's exhaust during the test is calculated by means of the formula:

$$NO_{xm} = V \cdot d_{NO_2} \cdot \frac{NO_{xc} \cdot K_h}{10^6}$$

where:

8.4.1. NO_{xm} is the mass of oxides of nitrogen emitted during the test, expressed in g, separately to be calculated each phase;';

(j) in Appendix 1, the following points 8.4.2 to 8.6.3 are inserted:

'8.4.2. S_X is the distance defined in 8.2.2;

8.4.3. d_{NO2} is the density of the oxides of nitrogen in the exhaust gases, in NO_2 equivalent, at a temperature of 273,2 K (0 °C) and a pressure of 101,3 kPa (= 2,050 103 g/m^3);

8.4.4. NO_{xc} is the concentration of oxides of nitrogen in the diluted gases, expressed in ppm and corrected to take account of the dilution air:

$$NO_{xc} = NO_{xe} - NO_{xd} \cdot \left(1 - \frac{1}{DF}\right)$$

where:

8.4.4.1. NO_{xe} is the concentration of oxides of nitrogen, expressed in ppm, in the sample of diluted gases collected in bag S_a;

8.4.4.2. NO_{xd} is the concentration of oxides of nitrogen, expressed in ppm, in the sample of dilution air collected in bag S_b;

8.4.4.3. DF is the coefficient defined in 8.6.

8.4.5. K_h is the correction factor for humidity

$$K_h = \frac{1}{1 - 0{,}0329 \cdot (H - 10{,}7)}$$

where:

8.4.5.1. H is the absolute humidity in grams of water per kg of dry air (in g/kg)

$$H = \frac{6{,}2111 \cdot U \cdot P_d}{P_a - P_d \cdot \frac{U}{100}}$$

where:

8.4.5.1.1. U is the humidity content expressed as a percentage;

8.4.5.1.2. P_d is the saturated water-vapour pressure, expressed in kPa, at the test temperature;

8.4.5.1.3. P_a is the atmospheric pressure in kPa.

8.4.6. V is the volume defined in 8.2.5.

8.5. Carbon dioxide (CO_2)

The mass of carbon dioxide emitted by the vehicle's exhaust during the test shall be calculated by means of the following formula:

$$CO_{2m} = V \cdot d_{CO_2} \cdot \frac{CO_{2C}}{10^2}$$

where:

8.5.1. CO_{2m} is the mass of carbon dioxide emitted during the test part, in g, separately to be calculated for each phase;

8.5.2. S_X is the distance defined in 8.2.2;

8.5.3. V is the volume defined in 8.2.5;

8.5.4. d_{CO_2} is the density of the carbon dioxide at a temperature of 273,2 K (0 °C) and a pressure of 101,3 kPa, $d_{CO2} = 1{,}964 \cdot 10^3$ g/m^3;

8.5.5. CO_{2c} is the concentration of diluted gases, expressed in per cent carbon dioxide equivalent, corrected to take account of the dilution air by the following equation:

$$CO_{2C} = CO_{2e} - CO_{2d}\left(1 - \frac{1}{DF}\right)$$

where:

8.5.5.1. CO_{2e} is the concentration of carbon dioxide expressed in per cent, in the sample of diluted gases collected in bag(s) S_A;

8.5.5.2. CO_{2d} is the concentration of carbon dioxide expressed in per cent, in the sample of dilution air collected in bag(s) S_B;

8.5.5.3. DF is the coefficient defined in 8.6.

8.6. DF is a coefficient expressed by means of the formula:

$$DF = \frac{13{,}4}{C_{CO_2} + (C_{HC} + C_{CO}) \cdot 10^{-4}} \text{ for petrol (E5)}$$

where:

8.6.1. C_{CO_2} = concentration of CO_2 in the diluted exhaust gas contained in the sampling bags, expressed in per cent volume;

8.6.2. C_{HC} = concentration of HC in the diluted exhaust gas contained in the sampling bags, expressed in ppm carbon equivalent;

8.6.3. C_{CO} = concentration of CO in the diluted exhaust gas contained in the sampling bags, expressed in ppm.';

(k) in Appendix 1, point 9 is replaced by the following:

'9. Presentation of test results:

The (average) result of the cold phase is named R_{X1} (in g), the (average) result of the warm phase is named R_{X2} (in g). Using these emission results the final type I test result R_X (in g/km) shall be calculated by means of the following equation:

$$R_x = \frac{(R_{X\_Cold} \cdot 0{,}3 + R_{X\_Warm} \cdot 0{,}7)}{S_T} \text{ in g/km}$$

Where:

X = HC, CO, NO_x or CO_2

$R_{HC\_Cold} = HC_{mass\_cold\_phase\_1}$ (in g) and $R_{HC\_Warm} = HC_{mass\_warm\_phase\_2}$ (in g), see formula in point 8.3

$R_{CO\_Cold} = CO_{mass\_cold\_phase\_1}$ (in g) and $R_{CO\_Warm} = CO_{mass\_warm\_phase\_2}$ (in g), see formula in point 8.2

$R_{NOx\_Cold} = NO_{xmass\_cold\_phase\_1}$ (in g) and $R_{NOx\_Warm} = NO_{xmass\_warm\_phase\_2}$ (in g), see formula in point 8.4

$R_{CO2\_Cold} = CO_{2mass\_cold\_phase\_1}$ (in g) and $R_{CO2\_Warm} = CO_{2\ mass\_warm\_phase\_2}$ (in g): see formula in point 8.5

S_T: total test distance = S_1 + S_2 actually covered by the L1e, L2e or L6e test vehicle in the cold phase 1 and in the warm phase 2 of the entire test cycle.';

(l) in Appendix 1, the following point 10 is added:

'10. Fuel consumption

The fuel consumption shall be calculated using the test results from point 9 as follows:

$$FC = \frac{0{,}118}{D} \cdot [(0{,}848 \cdot R_{HC}) + (0{,}429 \cdot R_{CO}) + (0{,}273 \cdot R_{CO_2})]$$

where:

FC = the fuel consumption in litre per 100 km;

D = the density of the test fuel in kg/l at 288,2 K (15 °C).';

(m) the following Appendix 3 is added:

'Appendix 3

Crankcase gas emissions and interpretation of CO_2 emission and fuel consumption test results

1. Zero crankcase gas emissions shall be emitted from the type-approved vehicle of categories L1e, L2e and L6e. Crankcase gas emissions shall not be discharged directly into the ambient atmosphere from any L-category vehicle throughout its useful life.

2. Interpretation of CO_2 emission and fuel consumption test type I results of categories L1e, L2e and L6e vehicles

2.1. The CO_2 and fuel consumption values adopted as the type-approval value shall be as declared by the manufacturer provided this is not exceeded by more than four per cent by the value measured by the technical service The measured value may be lower without any limitations.

2.2. If the measured value of CO_2 and fuel consumption exceeds the manufacturer's declared CO_2 value and fuel consumption by more than four per cent another test is run on the same vehicle.

2.3. If the average of the two test results does not exceed the manufacturer's declared value by more than four per cent the value declared by the manufacturer is taken as the type-approval value.

2.4. If the average of the two test results still exceeds the declared value by more than four per cent, a final test is run on the same vehicle. The average of the three test results is taken as the type-approval value.';

(2) point 2.2.1.1.7 of Annex II to Chapter 5 of Directive 97/24/EC is amended as follows:

'2.2.1.1.7. The recorded data are completed in the relevant sections of the document referred to in Annex VII of Directive 2002/24/EC. The appropriate Euro level shall be entered in point 46.2 of Annex IV to Directive 2002/24/EC in accordance with the rules set out in the footnote to this point.';

(3) Annex IV to Chapter 5 of Directive 97/24/EC is replaced by the following:

'ANNEX IV

SPECIFICATIONS FOR THE REFERENCE FUELS

Petrol (E5) and diesel (B5) reference fuels shall be specified in accordance with section A of Annex IX to Commission Regulation (EC) No 692/2008 (*);

(*) OJ L 199, 28.7.2008, p. 1.'

ANNEX II

(1) Annex IV to Directive 2002/24/EC is amended as follows:

(a) point 46 is amended as follows:

'46. Exhaust emissions ([11])

46.1. Euro level: .....(1, 2, or 3) ([12])

46.2. Type I test: CO: ..... g/km HC: ..... g/km NO_x ..... g/km HC + NO_x: ..... g/km ([13])

46.3. Type II test: CO ([13]): ..... g/min HC ([13]): ..... g/min

CO ([14]): ..... % vol

Visible air pollution caused by an engine with compression ignition:

corrected value of absorption coefficient: ..... m^{-1},'

(b) footnotes 12, 13 and 14 are added in Annex IV to Directive 2002/24/EC:

'([12]) Depending on the number of the relevant Directive and the latest amending act applicable to the approval, compliance with the Euro level 1, 2 or 3 shall be determined as follows:

Indication of the Euro level if the approval authority so chooses, for approvals granted before the following date: 11 December 2013.

In Table 2.2.1.1.3 of Annex I to Chapter 5 of Directive 97/24/EC, compliance with the first row of limit values shall mean compliance with the "Euro 1" level and compliance with the second row of limit values shall mean compliance with the "Euro 2" level;

Full compliance with Annex I to Chapter 5 of Directive 97/24/EC, which includes compliance with the "Euro 2" level combined with the test methodology set-out in Annex I to Commission Directive 2013/60/EU (OJ L 329, 10.12.2013, p. 15), shall mean compliance with the "Euro 3" level;

In Table 2.2.1.1.5 of Annex II to Chapter 5 of Directive 97/24/EC, compliance with:

— the rows of limit values in part A of Table 2.2.1.1.5 concerning class I (< 150 cm^3) and class II (≥ 150 cm^3), shall mean compliance with the "Euro 2" level;

— the rows of limit values in part B of Table 2.2.1.1.5 concerning class I (< 150 cm^3) and class II (≥ 150 cm^3), shall mean compliance with the "Euro 3" level;

— the rows of limit values in part C of Table 2.2.1.1.5 concerning class I (v_{max} < 130 km/h) and class II (v_{max} ≥ 130 km/h), shall mean compliance with the "Euro 3" level.

([13]) Only for L1e, L2e and L6e category vehicles complying with the provisions of Directive 97/24/EC, as amended by Directive 2013/60/EU.

([14]) For L-category vehicles within the scope of Article 1 of Directive 2002/24/EC, with the exception of L1e, L2e and L6e vehicles.'

(2) Annex VII to Directive 2002/24/EC is amended as follows:

(a) points 2 to 2.2 are replaced by the following:

'2. Results of the emission tests

Number of the relevant Directive and its amending acts applicable to the type-approval. In the case of a Directive with two or more implementation stages, also the implementation stage and the Euro level shall be indicated:

Variant/version: .....

Euro level ([1]): .....

2.1. Type I test

CO: ..... g/km

HC (3): ..... g/km

NO_x (3). ..... g/km

HC + NO_x (2): ..... g/km

CO_2 (2): ..... g/km

Fuel consumption (2): l/100km

2.2. Type II

CO (g/min) (2) .....

HC (g/min) (2) .....

CO (% vol) (3) at normal idle speed .....

Specify the idle speed (3) (4): .....

CO (% vol) (3) at high idle speed .....

Specify the idle speed (3) (4): .....

Engine oil temperature (3) (5): .....'

(b) the footnotes in Annex VII to Directive 2002/24/EC are amended as follows:

'(1) See footnote 12 in Annex IV.

(2) Only for L1e, L2e and L6e category vehicles.

(3) For L-category vehicles within the scope of Article 1 of Directive 2002/24/EC with the exception of L1e, L2e and L6e vehicles.

(4) Mention the measurement tolerance.

(5) Applicable for four-stroke engines only.'

ANNEX III

Annexes I to VI to Directive 2009/67/EC are amended as follows:

(1) The List of Annexes is amended as follows:

(a) references to Appendices 1 and 2 of Annex II are deleted;

(b) references to Appendices 1 and 2 of Annex IV are deleted;

(2) Annex I is amended as follows:

(a) in Part A, the following points 16 to 18 are added:

'16. *daytime running lamp*

means a lamp facing in a forward direction used to make the vehicle more easily visible when driving during daytime;

17. *stop/start system*

means an automatic stop and start of the engine to reduce the amount of idling, thereby reducing fuel consumption, pollutant and CO_2 emissions;

18. *Vehicle master control switch*

means the device by which the vehicle's on-board electronics system is brought from being switched off, as is the case when a vehicle is parked without the driver being present, to normal operation mode';

(b) in Part B, point 10 is replaced by the following:

'10. The electrical connections must be such that the front position lamp or the dipped-beam headlamp, if there is no front position lamp, the rear position lamp and the rear registration-plate lamp can only be switched on and off simultaneously.

Vehicles shall be fitted with either:

— daytime running lamps, or

— dipped-beam headlamps which are automatically switched on when the vehicle master control switch has been activated.';

(c) in Part B, point 11 is replaced by the following:

'11. In the absence of specific requirements, the electrical connections shall be such that the main-beam headlamp, the dipped-beam headlamp and the fog lamps cannot be switched on until the lamps referred to in the first paragraph of point 10 have also been switched on. This requirement does not apply, however, to main-beam and dipped-beam headlamps when their optical warnings consist of the intermittent lighting-up at short intervals of the main-beam headlamp, or the intermittent lighting-up at short intervals of the dipped-beam headlamp, or the alternate lighting-up at short intervals of the main-beam and dipped-beam headlamps.';

(d) in Part B, the following points 15 to 17 are added:

'15. Vehicles of category L1e and L3e may be fitted with additional rear and side retro-reflective devices and materials provided that these do not impair the effectiveness of the mandatory lighting and light-signalling devices. In particular, luggage compartments and saddle bags may be fitted with retro-reflective materials, provided that these are of the same colour as the lighting device at that location.

16. No vehicle shall be fitted with auxiliary light sources which emit light that can be directly and/or indirectly observed under normal driving conditions, other than those for the purpose of illuminating controls, tell-tales and indicators or the occupant compartment.

17. Where automatically switched-on headlamp or daytime running lamp activation is linked to the running of an engine, this shall be construed as being linked to the activation of the master control switch. In particular this applies for vehicles with electric or other alternative propulsion systems and vehicles equipped with an automatic engine stop/start system.';

(3) Annex II is amended as follows:

(a) points 1 to 1.2 are replaced by the following:

'1. Vehicles of category L1e shall meet all the relevant requirements of UNECE Regulation No 74. Vehicles with a maximum vehicle design speed of ≤ 25 km/h shall meet all the relevant requirements as prescribed for vehicles with a maximum vehicle design speed of > 25 km/h.

1.1. Vehicles of category L1e shall, in the absence of specific requirements for vehicles of that category, be fitted with a rear registration plate lamp.

1.2. In the absence of specific requirements in UNECE Regulation No 74, vehicles of category L1e may be fitted with daytime running lamps which are activated instead of automatically switched-on headlamps and which comply with the requirements in points 6.15 to 6.15.7 of Annex III.';

(b) Appendices 1 and 2, are deleted;

(c) Appendix 3 is renumbered as Appendix 1 and the reference thereto in the List of Annexes is amended accordingly;

(d) Appendix 4 is renumbered as Appendix 2 and the reference thereto in the List of Annexes is amended accordingly;

(e) in Appendix 2, the following point 5.7 is inserted:

'5.7. Rear registration plate lamp';

(f) in Appendix 2, point 6.3 is replaced by the following:

'6.3. Daytime running lamp: yes/no (*)';

(4) Annex III is amended as follows:

(a) the following point 1.8 is inserted:

'1.8. Rear registration plate lamp';

(b) point 2.3. is replaced by the following:

'2.3. Daytime running lamp';

(c) point 6.1.10 is replaced by the following:

'6.1.10. Circuit-closed tell-tale: mandatory if the driving beam headlamp is fitted (non-flashing blue tell-tale).';

(d) the following point 6.1.11 is inserted:

'6.1.11. Other requirements:

— driving-beam headlamps of vehicles which tend to lean in corners may be fitted with a horizontal inclination adjustment system (HIAS) as defined in paragraph 2.25 of UNECE Regulation No 53, provided all relevant requirements of that Regulation applying to HIAS are met,

— the combined value of the maximum intensity of all driving-beam headlamps which can be activated at the same time shall not exceed 430 000 cd, which corresponds to a reference value of 100.';

(e) point 6.2.3.1 is replaced by the following:

'6.2.3.1. In width:

— a single independent passing-beam headlamp may be fitted above, below or to one side of another front lamp. If lamps are stacked on top of each other, the reference centre of the passing-beam headlamp shall be located within the longitudinal median plane of the vehicle. If they are side by side, their reference centres shall be symmetrical in relation to the longitudinal median plane of the vehicle,

— a single independent passing-beam headlamp which is reciprocally incorporated with another front lamp shall be fitted in such a way that its reference centre lies within the longitudinal median plane of the vehicle. However, if the vehicle is fitted with another front lamp alongside the passing-beam headlamp, the reference centre of the two lamps shall be symmetrical in relation to the longitudinal median plane of the vehicle,

— two passing-beam headlamps of which none, one or both are reciprocally incorporated with another front lamp shall be fitted in such a way that their reference centres are symmetrical in relation to the longitudinal median plane of the vehicle,

— where there are two passing-beam headlamps, the lateral distance between the outward edges of the light-emitting surfaces and the outermost edges of the vehicle shall not exceed 400 mm.';

(f) point 6.2.11 is replaced by the following:

'6.2.11. Other requirements:

— passing-beam headlamps of vehicles which tend to lean in corners may be fitted with a horizontal inclination adjustment system (HIAS) as defined in paragraph 2.25 of UNECE Regulation No 53, provided all relevant requirements of that Regulation applying to HIAS are met,

— passing-beam headlamps of which the lowest point of the light-emitting surface is 0,8 m or less above the ground shall be adjusted to an initial aiming inclination of between – 1,0 % and – 1,5 %. The precise value may be declared by the manufacturer,

— passing-beam headlamps of which the lowest point of the light-emitting surface is between 0,8 m and 1,0 m above the ground shall be adjusted to an initial aiming of inclination of between – 1,0 % and – 2,0 %. The precise value may be declared by the manufacturer,

— passing-beam headlamps of which the lowest point of the light-emitting surface is 1,0 m or more above the ground shall be adjusted to an initial aiming inclination of between – 1,5 % and – 2,0 %. The precise value may be declared by the manufacturer,

— for passing-beam headlamps with a light source with an objective luminous flux not exceeding 2 000 lumen and an initial inclination of between – 1,0 % and – 1,5 %, the vertical inclination shall remain between – 0,5 % and – 2,5 % under all loading conditions. The vertical inclination shall remain between – 1,0 % and – 3,0 % if the initial inclination is set between – 1,5 % and – 2,0 %. An external adjusting device may be used to satisfy the requirements, provided no tools other than those provided with the vehicle are needed,

— for passing-beam headlamps with a light source with an objective luminous flux exceeding 2 000 lumen and an initial inclination of between – 1,0 % and – 1,5 %, the vertical inclination shall remain between – 0,5 % and – 2,5 % under all loading conditions. The vertical inclination shall remain between – 1,0 % and – 3,0 % if the initial inclination is set between – 1,5 % and – 2,0 %. A headlamp levelling device may be used to satisfy the requirements of this point, provided its operation is fully automatic and the response time is less than 30 seconds.';

(g) the following point 6.2.11.1 is inserted:

'6.2.11.1. Testing conditions:

— the inclination requirements in point 6.2.11 shall be verified as follows:

— vehicle with its mass in running order and a mass of 75 kg simulating the driver,

— vehicle fully laden with the mass distributed so as to attain the maximum axle loads as declared by the manufacturer for this loading condition,

— vehicle with a mass of 75 kg simulating the driver and additionally laden so as to attain the maximum permissible rear axle load as declared by the manufacturer; however, the front axle load shall be as low as possible in this case,

— before any measurement is made, the vehicle shall be rocked three times and then moved backwards and forwards for at least a complete wheel revolution.';

(h) point 6.4.1 is replaced by the following:

'6.4.1. Number:

— one or two, in the case of vehicles of an overall width not exceeding 1 300 mm,

— two, in the case of vehicles of an overall width exceeding 1 300 mm,

— an additional stop lamp of category S3 or S4 (i.e. central high mounted stop lamp) may be fitted, provided all relevant requirements of UNECE Regulation No 48 applying to the installation of such stop lamps on vehicles of category M1 are met.';

(i) point 6.5.3.1 is replaced by the following:

'6.5.3.1. In width:

— a single independent front position lamp may be fitted above, below or to one side of another front lamp. If lamps are stacked on top of each other, the reference centre of the front position lamp shall be located within the longitudinal median plane of the vehicle. If they are side by side, their reference centres shall be symmetrical in relation to the longitudinal median plane of the vehicle,

— a single independent front position lamp which is reciprocally incorporated with another front lamp shall be fitted so that its reference centre lies within the longitudinal median plane of the vehicle. However, if the vehicle is fitted with another front lamp alongside the front position lamp, the reference centres of the two lamps shall be symmetrical in relation to the longitudinal median plane of the vehicle,

— two front position lamps of which none, one or both are reciprocally incorporated with another front lamp shall be fitted so that their reference centres are symmetrical in relation to the longitudinal median plane of the vehicle,

— where there are two front position lamps, the lateral distance between the outward edges of the light-emitting surfaces and the outermost edges of the vehicle shall not exceed 400 mm.';

(j) point 6.6.3.1 is replaced by the following:

'6.6.3.1. In width:

— a single rear position lamp shall be installed on the vehicle so that the reference centre of the rear position lamp is located within the longitudinal median plane of the vehicle,

— two rear position lamps shall be installed on the vehicle so that the reference centres of the rear position lamps are symmetrical in relation to the longitudinal median plane of the vehicle,

— in the case of vehicles with two rear wheels and of an overall width exceeding 1 300 mm, the lateral distance between the outward edges of the light-emitting surfaces and the outermost edges of the vehicle shall not exceed 400 mm.';

(k) point 6.7.3.1 is replaced by the following:

'6.7.3.1. In width:

— if there is a single rear retro-reflector, this shall be installed on the vehicle so that its reference centre is located within its longitudinal median plane,

— if there are two rear retro-reflectors, these shall be installed on the vehicle so that their reference centres of are symmetrical in relation to its longitudinal median plane,

— if there are two rear retro-reflectors, the lateral distance between the outward edges of the light-emitting surfaces and the outermost edges of the vehicle shall not exceed 400 mm.';

(l) the following points 6.15 to 6.15.7 are added:

'6.15. Daytime running lamp

6.15.1. Number:

— one or two, in the case of vehicles of an overall width not exceeding 1 300 mm,

— two, in the case of vehicles of an overall width exceeding 1 300 mm.

6.15.2. Arrangement:

— no specific requirements.

6.15.3. Position:

6.15.3.1. In width:

— a single independent daytime running lamp may be fitted above, below or to one side of another front lamp. If lamps are stacked on top of each other, the reference centre of the daytime running lamp shall be located within the longitudinal median plane of the vehicle. If they are side by side, their reference centres shall be symmetrical in relation to the longitudinal median plane of the vehicle,

— a single independent daytime running lamp which is reciprocally incorporated with another front lamp shall be fitted so that its reference centre lies within the longitudinal median plane of the vehicle. However, if the vehicle is fitted with another front lamp alongside the daytime running lamp, the reference centres of the two lamps shall be symmetrical in relation to the longitudinal median plane of the vehicle,

— two daytime running lamps of which none, one or both are reciprocally incorporated with another front lamp shall be fitted so that their reference centres are symmetrical in relation to the longitudinal median plane of the vehicle,

— the inward edges of the light-emitting surfaces shall be at least 500 mm apart in the case of vehicles of an overall width exceeding 1 300 mm.

6.15.3.2. In height:

— a minimum of 250 mm and a maximum of 1 500 mm above the ground.

6.15.3.3. In length:

— at the front of the vehicle. This requirement is considered to have been met if the light emitted disturbs the driver neither directly nor indirectly by reflection off the rear-view mirrors and/or other reflective surfaces on the vehicle.

6.15.3.4. Distance:

— if the distance between the front direction indicator lamp and the daytime running lamp is 40 mm or less, the electrical connections of the daytime running lamp on the relevant side of the vehicle shall be such that either:

— it is switched off, or

— its luminous intensity is reduced to a level not exceeding 140 cd,

during the entire period (both on and off cycle) of activation of the relevant front direction indicator lamp.

6.15.4. Geometric visibility:

— α = 10° upwards and 10° downwards,

— β = 20° to the left and to the right if there is only one daytime running lamp,

— β = 20° outwards and 20° inwards if there are two daytime running lamps.

6.15.5. Orientation:

— to the front; may move in line with the steering angle of any handlebars.

6.15.6. Electrical connections:

— all daytime running lamps shall light up when the master control switch is activated; however, they may remain off under the following conditions:

— the automatic transmission control is in the park position,

— the parking brake is activated, or

— prior to the vehicle being set in motion for the first time after each manual activation of the master control switch and the vehicle's propulsion system,

— daytime running lamps may be manually deactivated; however, this shall be possible only at a vehicle speed not exceeding 10 km/h. The lamps shall be automatically reactivated when the vehicle speed exceeds 10 km/h or when the vehicle has travelled more than 100 m,

— daytime running lamps shall be deactivated automatically when:

— the vehicle is shut down by means of the master control switch,

— the front fog lamps are activated,

— the headlamps are activated, except when they are used to give intermittent luminous warnings at short intervals, and

— in ambient lighting conditions of less than 1 000 lux where the indicated speed on the vehicle's speedometer is still clearly legible (e.g. when speedometer illumination is always on) and the vehicle is not fitted with a non-flashing green tell-tale in compliance with point 6.5.9 or a dedicated green circuit-closed tell-tale for the daytime running lamp identified by the appropriate symbol. In such a case, the passing-beam headlamps and the lighting devices required in point 11 of Annex I Section B shall be automatically activated simultaneously within two seconds of the ambient lighting level dropping below 1 000 lux. If the ambient lighting conditions subsequently reach a level of at least 7 000 lux, the daytime running lamps shall be automatically reactivated, while the passing-beam headlamps and the lighting devices required in point 11 of Annex I Section B shall be deactivated simultaneously within five to 300 seconds (i.e. fully automatic light switching is required if the driver has no visible indication and stimulus to activate normal lighting when it is dark).

6.15.7. Circuit-closed tell-tale:

— optional.';

(m) in Appendix 4, the following point 5.8 is inserted:

'5.8. Rear registration plate lamp.';

(n) in Appendix 4, point 6.4 is replaced by the following:

'6.4. Daytime running lamp: yes/no (*)';

(5) Annex IV is amended as follows:

(a) point 1. is replaced by the following:

'1. Vehicles of category L3e shall meet all the relevant requirements of UNECE Regulation No 53, with the exception of point 5.14.9.';

(b) Appendices 1 and 2 are deleted are deleted;

(c) Appendix 3 is renumbered as Appendix 1 and the reference thereto in the List of Annexes is amended accordingly;

(d) Appendix 4 is renumbered as Appendix 2 and the reference thereto in the List of Annexes is amended accordingly;

(e) in Appendix 2, the following point 6.5 is added:

'6.5. Daytime running lamp: yes/no (*)';

(6) Annex V is amended as follows:

(a) the following point 2.5 is added:

'2.5. Daytime running lamp';

(b) point 6.1.11 is replaced by the following:

'6.1.11. Other requirements:

— driving-beam headlamps of vehicles which tend to lean in corners may be fitted with a horizontal inclination adjustment system (HIAS) as defined in paragraph 2.25 of UNECE Regulation No 53, provided all relevant requirements of that Regulation applying to HIAS are met,

— the combined value of the maximum intensity of all driving-beam headlamps which can be activated at the same time shall not exceed 430 000 cd, which corresponds to a reference value of 100.';

(c) the following points 6.13 to 6.13.7 are added:

'6.13. Daytime running lamp

6.13.1. Number:

— one or two, in the case of vehicles of an overall width not exceeding 1 300 mm,

— two, in the case of vehicles of an overall width exceeding 1 300 mm.

6.13.2. Arrangement:

— no specific requirements.

6.13.3. Position:

6.13.3.1. In width:

— a single independent daytime running lamp may be fitted above, below or to one side of another front lamp. If lamps are stacked on top of each other, the reference centre of the daytime running lamp shall be located within the longitudinal median plane of the vehicle. If they are side by side, their reference centres shall be symmetrical in relation to the longitudinal median plane of the vehicle,

— a single independent daytime running lamp which is reciprocally incorporated with another front lamp shall be fitted so that its reference centre lies within the longitudinal median plane of the vehicle. However, if the vehicle is fitted with another front lamp alongside the daytime running lamp, the reference centres of the two lamps shall be symmetrical in relation to the longitudinal median plane of the vehicle,

— two daytime running lamps of which none, one or both are reciprocally incorporated with another front lamp shall be fitted so that their reference centres are symmetrical in relation to the longitudinal median plane of the vehicle,

— the inward edges of the light-emitting surfaces shall be at least 500 mm apart in the case of vehicles of an overall width exceeding 1 300 mm.

6.13.3.2. In height:

— a minimum of 250 mm and a maximum of 1 500 mm above the ground.

6.13.3.3. In length:

— at the front of the vehicle. This requirement is considered to have been met if the light emitted disturbs the driver neither directly nor indirectly by reflection off the rear-view mirrors and/or other reflective surfaces on the vehicle.

6.13.3.4. Distance:

— if the distance between the front direction indicator lamp and the daytime running lamp is 40 mm or less, the electrical connections of the daytime running lamp on the relevant side of the vehicle shall be such that either:

— it is switched off, or

— its luminous intensity is reduced to a level not exceeding 140 cd,

during the entire period (both on and off cycle) of activation of the relevant front direction indicator lamp.

6.13.4. Geometric visibility:

— α = 10° upwards and 10° downwards,

— β = 20° to the left and to the right if there is only one daytime running lamp,

— β = 20° outwards and 20° inwards if there are two daytime running lamps.

6.13.5. Orientation:

— to the front; may move in line with the steering angle of any handlebars.

6.13.6. Electrical connections:

— all daytime running lamps shall light up when the master control switch is activated; however, they may remain off under the following conditions:

— the automatic transmission control is in the park position,

— the parking brake is activated, or

— prior to the vehicle being set in motion for the first time after each manual activation of the master control switch and the vehicle's propulsion system,

— daytime running lamps may be manually deactivated; however, this shall be possible only at a vehicle speed not exceeding 10 km/h. The lamps shall be automatically reactivated when the vehicle speed exceeds 10 km/h or when the vehicle has travelled more than 100 m,

— daytime running lamps shall in each case be deactivated automatically when:

— the vehicle is shut down by means of the master control switch,

— the front fog lamps are activated,

— the headlamps are activated, except when they are used to give intermittent luminous warnings at short intervals, and

— in ambient lighting conditions of less than 1 000 lux where the indicated speed on the vehicle's speedometer is still clearly legible (e.g. when speedometer illumination is always on) and the vehicle is not fitted with a non-flashing green tell-tale in compliance with point 6.5.9 or a dedicated green circuit-closed tell-tale for the daytime running lamp identified by the appropriate symbol. In such a case, the passing-beam headlamps and the lighting devices required in point 11 of Annex I Section B shall be automatically activated simultaneously within two seconds of the ambient lighting level dropping below 1 000 lux. If the ambient lighting conditions subsequently reach a level of at least 7 000 lux, the daytime running lamps shall be automatically reactivated, while the passing-beam headlamps and the lighting devices required in point 11 of Annex I Section B shall be deactivated simultaneously within five to 300 seconds (i.e. fully automatic light switching is required if the driver has no visible indication and stimulus to activate normal lighting when it is dark).

6.13.7. Circuit-closed tell-tale:

— optional';

(d) in Appendix 4, the following point 6.5 is added:

'6.5. Daytime running lamp: yes/no (*)';

(7) Annex VI is amended as follows:

(a) point 2.4 is replaced by the following:

'2.4. Daytime running lamp';

(b) point 6.1.11 is replaced by the following:

'6.1.11. Other requirements:

— driving-beam headlamps of vehicles which tend to lean in corners may be fitted with a horizontal inclination adjustment system (HIAS) as defined in paragraph 2.25 of UNECE Regulation No 53, provided that all relevant requirements of that Regulation applying to HIAS are met;

— the combined value of the maximum intensity of all driving-beam headlamps which can be activated at the same time shall not exceed 430 000 cd, which corresponds to a reference value of 100.';

(c) point 6.2.3.1 is replaced by the following:

'6.2.3.1. In width:

— a single independent passing-beam headlamp may be fitted above, below or to one side of another front lamp. If lamps are stacked on top of each other, the reference centre of the passing-beam headlamp shall be located within the longitudinal median plane of the vehicle. If they are side by side, their reference centres shall be symmetrical in relation to the longitudinal median plane of the vehicle,

— a single independent passing-beam headlamp which is reciprocally incorporated with another front lamp shall be fitted in such a way that its reference centre lies within the longitudinal median plane of the vehicle. However, if the vehicle is fitted with another front lamp alongside the passing-beam headlamp, the reference centres of the two lamps shall be symmetrical in relation to the longitudinal median plane of the vehicle,

— two passing-beam headlamps of which none, one or both are reciprocally incorporated with another front lamp shall be fitted in such a way that their reference centres are symmetrical in relation to the longitudinal median plane of the vehicle,

— where there are two passing-beam headlamps, the lateral distance between the outward edges of the light-emitting surfaces and the outermost edges of the vehicle shall not exceed 400 mm.';

(d) point 6.2.11 is replaced by the following:

'6.2.11. Other requirements:

— passing-beam headlamps of vehicles which tend to lean in corners may be fitted with a horizontal inclination adjustment system (HIAS) as defined in paragraph 2.25 of UNECE Regulation No 53, provided that all relevant requirements of that Regulation applying to HIAS are met,

— passing-beam headlamps of which the lowest point of the light-emitting surface is 0,8 m or less above the ground shall be adjusted to an initial aiming inclination of between – 1,0 % and – 1,5 %. The precise value may be declared by the manufacturer,

— passing-beam headlamps of which the lowest point of the light-emitting surface is between 0,8 m and 1,0 m above the ground shall be adjusted to an initial aiming inclination of between – 1,0 % and – 2,0 %. The precise value may be declared by the manufacturer,

— passing-beam headlamps of which the lowest point of the light-emitting surface is 1,0 m or more above the ground shall be adjusted to an initial aiming inclination of between – 1,5 % and – 2,0 %. The precise value may be declared by the manufacturer,

— for passing-beam headlamps with a light source with an objective luminous flux not exceeding 2 000 lumen and an initial inclination of between – 1,0 % and – 1,5 %, the vertical inclination shall remain between – 0,5 % and – 2,5 % under all loading conditions. The vertical inclination shall remain between – 1,0 % and – 3,0 % if the initial inclination is set between – 1,5 % and – 2,0 %. An external adjusting device may be used to satisfy the requirements, provided that no tools other than those provided with the vehicle are needed,

— for passing-beam headlamps with a light source with an objective luminous flux exceeding 2 000 lumen and an initial inclination of between – 1,0 % and – 1,5 %, the vertical inclination shall remain between – 0,5 % and – 2,5 % under all loading conditions. The vertical inclination shall remain between – 1,0 % and – 3,0 % if the initial inclination is set between – 1,5 % and – 2,0 %. A headlamp levelling device may be used to satisfy the requirements of this paragraph, provided its operation is fully automatic and the response time is less than 30 seconds.';

(e) the following point 6.2.11.1 is inserted:

'6.2.11.1. Testing conditions:

— the inclination requirements in point 6.2.11 shall be verified as follows:

— vehicle with its mass in running order and a mass of 75 kg simulating the driver,

— vehicle fully laden with the mass distributed so as to attain the maximum axle loads as declared by the manufacturer for this loading condition,

— vehicle with a mass of 75 kg simulating the driver and additionally laden so as to attain the maximum permissible rear axle load as declared by the manufacturer; however, the front axle load shall be as low as possible in this case,

— before any measurement is made, the vehicle shall be rocked three times and then moved backwards and forwards for at least a complete wheel revolution.';

(f) point 6.4.1 is replaced by the following:

'6.4.1. Number:

— one or two, in the case of vehicles of an overall width not exceeding 1 300 mm,

— two, in the case of vehicles of an overall width exceeding 1 300 mm,

— an additional stop lamp of category S3 or S4 (i.e. central high mounted stop lamp) may be fitted, provided all relevant requirements of UNECE Regulation No 48 applying to the installation of such stop lamps on vehicles of category M1 are met.';

(g) point 6.5.3.1 is replaced by the following:

'6.5.3.1. In width:

— a single independent front position lamp may be fitted above, below or to one side of another front lamp. If lamps are stacked on top of each other, the reference centre of the front position lamp shall be located within the longitudinal median plane of the vehicle. If they are side by side, their reference centres shall be symmetrical in relation to the longitudinal median plane of the vehicle,

— a single independent front position lamp which is reciprocally incorporated with another front lamp shall be fitted so that its reference centre lies within the longitudinal median plane of the vehicle. However, if the vehicle is fitted with another front lamp alongside the front position lamp, the reference centres of the two lamps shall be symmetrical in relation to the longitudinal median plane of the vehicle,

— two front position lamps of which none, one or both are reciprocally incorporated with another front lamp shall be fitted so that their reference centres are symmetrical in relation to the longitudinal median plane of the vehicle,

— where there are two front position lamps, the lateral distance between the outward edges of the light-emitting surfaces and the outermost edges of the vehicle shall not exceed 400 mm.';

(h) point 6.6.3.1 is replaced by the following:

'6.6.3.1. In width:

— a single rear position lamp shall be installed on the vehicle so that the reference centre of the rear position lamp shall be located within the longitudinal median plane of the vehicle,

— two rear position lamps shall be installed on the vehicle so that the reference centres of the rear position lamps are symmetrical in relation to the longitudinal median plane of the vehicle,

— in the case of vehicles with two rear wheels and of an overall width exceeding 1 300 mm, the lateral distance between the outward edges of the light-emitting surfaces and the outermost edges of the vehicle shall not exceed 400 mm.';

(i) point 6.12.3.1. is replaced by the following:

'6.12.3.1. In width:

— if there is a single rear retro-reflector, this shall be installed on the vehicle so that its reference centre is located within its longitudinal median plane,

— if there are two rear retro-reflectors, these shall be installed on the vehicle so that their reference centres are symmetrical in relation to its longitudinal median plane,

— if there are two rear retro-reflectors, the lateral distance between the outward edges of the light-emitting surfaces and the outermost edges of the vehicle shall not exceed 400 mm.';

(j) the following points 6.14 to 6.14.7 are added:

‘6.14. Daytime running lamp

6.14.1. Number:

— one or two, in the case of vehicles of an overall width not exceeding 1 300 mm,

— two, in the case of vehicles of an overall width exceeding 1 300 mm.

6.14.2. Arrangement:

— no specific requirements.

6.14.3. Position:

6.14.3.1. In width:

— a single independent daytime running lamp may be fitted above, below or to one side of another front lamp. If lamps are stacked on top of each other, the reference centre of the daytime running lamp shall be located within the longitudinal median plane of the vehicle. If they are side by side, their reference centres shall be symmetrical in relation to the longitudinal median plane of the vehicle,

— a single independent daytime running lamp which is reciprocally incorporated with another front lamp shall be fitted so that its reference centre lies within the longitudinal median plane of the vehicle. However, if the vehicle is fitted with another front lamp alongside the daytime running lamp, the reference centres of the two lamps shall be symmetrical in relation to the longitudinal median plane of the vehicle,

— two daytime running lamps of which none, one or both are reciprocally incorporated with another front lamp shall be fitted so that their reference centres are symmetrical in relation to the longitudinal median plane of the vehicle,

— the inward edges of the light-emitting surfaces shall be at least 500 mm apart in the case of vehicles of an overall width exceeding 1 300 mm.

6.14.3.2. In height:

— a minimum of 250 mm and a maximum of 1 500 mm above the ground.

6.14.3.3. In length:

— at the front of the vehicle. This requirement is considered to have been met if the light emitted disturbs the driver neither directly nor indirectly by reflection off the rear-view mirrors and/or other reflective surfaces on the vehicle.

6.14.3.4. Distance:

— if the distance between the front direction indicator lamp and the daytime running lamp is 40 mm or less, the electrical connections of the daytime running lamp on the relevant side of the vehicle shall be such that either:

— it is switched off, or

— its luminous intensity is reduced to a level not exceeding 140 cd,

during the entire period (both on and off cycle) of activation of the relevant front direction indicator lamp.

6.14.4. Geometric visibility:

— α = 10° upwards and 10° downwards,

— β = 20° to the left and to the right if there is only one daytime running lamp,

— β = 20° outwards and 20° inwards if there are two daytime running lamps.

6.14.5. Orientation:

— to the front; may move in line with the steering angle of any handlebars.

6.14.6. Electrical connections:

— all daytime running lamps shall light up when the master control switch is activated; however, they may remain off under the following conditions:

— the automatic transmission control is in the park position,

— the parking brake is activated, or

— prior to the vehicle being set in motion for the first time after each manual activation of the master control switch and the vehicle's propulsion system,

— daytime running lamps may be manually deactivated; however, this shall be possible only at a vehicle speed not exceeding 10 km/h. The lamps shall be automatically reactivated when the vehicle speed exceeds 10 km/h or when the vehicle has travelled more than 100 m;

— daytime running lamps shall in each case be deactivated automatically when:

— the vehicle is shut down by means of the master control switch,

— the front fog lamps are activated,

— the headlamps are activated, except when they are used to give intermittent luminous warnings at short intervals, and

— in ambient lighting conditions of less than 1 000 lux where the indicated speed on the vehicle's speedometer is still clearly legible (e.g. when speedometer illumination is always on) and the vehicle is not fitted with a non-flashing green tell-tale in compliance with point 6.5.9 or a dedicated green circuit-closed tell-tale for the daytime running lamp identified by the appropriate symbol. In such a case, the passing-beam headlamps and the lighting devices required in point 11 of Annex I Section B shall be automatically activated simultaneously within two seconds of the ambient lighting level dropping below 1 000 lux. If the ambient lighting conditions subsequently reach a level of at least 7 000 lux, the daytime running lamps shall be automatically reactivated, while the passing-beam headlamps and the lighting devices required in point 11 of Annex I Section B shall be deactivated simultaneously within five to 300 seconds (i.e. fully automatic light switching is required if the driver has no visible indication and stimulus to activate normal lighting when it is dark).

6.14.7. Circuit-closed tell-tale:

— optional';

(k) in Appendix 4, point 6.5 is replaced by the following:

'6.5. Daytime running lamp: yes/no (*)';

DECISIONS

COUNCIL DECISION 2013/725/CFSP

of 9 December 2013

amending and extending Decision 2012/173/CFSP on the activation of the EU Operations Centre for the Common Security and Defence Policy missions and operation in the Horn of Africa

THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on European Union, and in particular Articles 42(4) and 43(2) thereof,

Having regard to the proposal from the High Representative of the Union for Foreign Affairs and Security Policy,

Whereas:

(1) On 16 July 2012 the Council adopted Decision 2012/389/CFSP [1] establishing the European Union Mission on Regional Maritime Capacity Building in the Horn of Africa (EUCAP Nestor).

(2) On 8 October 2013 the Political and Security Committee (PSC) agreed that the mandate of the EU Operations Centre for the Common Security and Defence Policy (CSDP) missions and operation in the Horn of Africa should be extended for a period of 12 months.

(3) Council Decision 2012/173/CFSP [2] should therefore be amended and extended accordingly,

HAS ADOPTED THIS DECISION:

Article 1

Decision 2012/173/CFSP is hereby amended as follows:

(1) In Article 1, paragraph 1 is replaced by the following:

'1. The EU Operations Centre shall be activated in support of the CSDP missions and operation in the Horn of Africa, namely Operation Atalanta, EUTM Somalia and EUCAP Nestor.'.

(2) Article 2 is amended as follows:

(a) paragraph 2 (a) is replaced by the following:

'(a) to provide, using its military expertise and specialized planning expertise, direct support to the Civilian Operations Commander for the operational planning and conduct of EUCAP Nestor;';

(b) paragraph 2 (f) is replaced by the following:

'(f) to facilitate coordination and improve synergies amongst Operation Atalanta, EUTM Somalia and EUCAP Nestor, in the context of the Horn of Africa Strategy and in liaison with the European Union Special Representative for the Horn of Africa.'.

(3) Article 3 is amended as follows:

(a) paragraph 1 is replaced by the following:

'1. Captain (Navy) Ad VAN DER LINDE is hereby appointed Head of the EU Operations Centre for a period of two years.';

(b) the following paragraph is added:

'1a. The Council hereby authorises the PSC, in accordance with Article 38 TEU, to take decisions on the appointment of the subsequent Heads of the EU Operations Centre.'.

(4) In Article 9, the second subparagraph is replaced by the following:

'It shall apply from 23 March 2012 until 22 March 2015.'.

[1] Council Decision 2012/389/CFSP of 16 July 2012 on the European Union Mission on Regional Maritime Capacity Building in the Horn of Africa (EUCAP NESTOR) (OJ L 187, 17.7.2012, p. 40).

[2] Council Decision 2012/173/CFSP of 23 March 2012 on the activation of the EU Operations Centre for the Common Security and Defence Policy missions and operation in the Horn of Africa (OJ L 89, 27.3.2012, p. 66).

Article 2

This Decision shall enter into force on the date of its adoption.

Done at Brussels, 9 December 2013.

For the Council
The President
A. PABEDINSKIENĖ

COUNCIL DECISION 2013/726/CFSP

of 9 December 2013

in support of the UNSCR 2118 (2013) and OPCW Executive Council EC-M-33/Dec 1, in the framework of the implementation of the EU Strategy against Proliferation of Weapons of Mass Destruction

THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on European Union, and in particular Article 26(2) and Article 31(1) thereof,

Having regard to the proposal from the High Representative of the Union for Foreign Affairs and Security Policy,

Whereas:

(1) On 27 September 2013, the Executive Council of the Organisation for the Prohibition of Chemical Weapons (OPCW) adopted a 'Decision on the destruction of Syrian chemical weapons' during its EC-M-33 session.

(2) On 27 September 2013, the United Nations Security Council adopted Resolution 2118 (2013), endorsing the OPCW Executive Council Decision and expressing deep outrage at the use of chemical weapons on 21 August 2013 in Rif Damascus, as concluded in the UN Mission's report, condemning the killing of civilians that resulted from it, affirming that the use of chemical weapons constitutes a serious violation of international law, and stressing that those responsible for any use of chemical weapons must be held accountable; as well as stressing that the only solution to the current crisis in the Syrian Arab Republic is through an inclusive and Syrian-led political process based on the Geneva Communiqué of 30 June 2012, and emphasising the need to convene the international conference on Syria as soon as possible.

(3) By means of a declaration, the Government of the Syrian Arab Republic acknowledged the existence of a large scale chemical weapons programme and considerable quantities of chemical weapons, including hazardous toxic chemical components of such weapons, posing serious non-proliferation, disarmament and security concerns.

(4) Following the accession of the Syrian Arab Republic to the Convention on the Prohibition of the Development, Production, Stockpiling and Use of Chemical Weapons and on their Destruction (hereinafter the 'Chemical Weapons Convention' or 'CWC'), effective from 14 October 2013, the OPCW is responsible for verifying Syria's compliance with the CWC and the terms of any relevant OPCW Executive Council Decisions and, as part of the Joint Mission, for overseeing compliance with the terms of any relevant UNSC resolutions.

(5) On 16 October 2013, the OPCW Director-General reminded States Parties to the CWC (note S/1132/2013) that in its decision on the 'Destruction of Syrian Chemical Weapons' (EC-M-33/DEC.1), the Executive Council decided, *inter alia*, 'to consider, on an urgent basis, the funding mechanisms for activities carried out by the Secretariat with respect to the Syrian Arab Republic, and to call upon all States Parties in a position to do so to provide voluntary contributions for activities carried out in the implementation of this decision'. In the same note, an appeal was made 'to all States Parties to consider making their own voluntary contribution, in whatever amount, to the Trust Fund for Syria to help address what is perhaps one of the most daunting challenges in the history of the Organisation'. The Trust Fund can also accept contributions from other sources, including non-governmental organisations, institutions, or private donors.

(6) The Council of the European Union in its conclusions on 21 October 2013 welcomed the OPCW Executive Council Decision and UNSCR 2118, and reiterated the Union's readiness to consider support.

(7) On 12 December 2003, the European Council adopted the EU Strategy against Proliferation of Weapons of Mass Destruction (the 'Strategy'), Chapter III of which contains a list of measures that need to be taken both within the Union and in third countries to combat such proliferation.

(8) The Strategy underlines the crucial role of the CWC and of the OPCW in creating a world free of chemical weapons.

(9) The Union is actively implementing the Strategy and is giving effect to the measures listed in Chapter III thereof, in particular through releasing financial resources to support specific projects conducted by multilateral institutions, such as the OPCW. Accordingly, on 23 March 2012, the Council adopted Decision 2012/166/CFSP [1] in support of activities of the OPCW.

[1] Council Decision 2012/166/CFSP of 23 March 2012 in support of activities of the Organisation for the Prohibition of Chemical Weapons (OPCW) in the framework of the implementation of the EU Strategy against Proliferation of Weapons of Mass Destruction (OJ L 87, 24.3.2012, p. 49).

(10) On 21 November 2013, the Director-General of OPCW made a request to the Union for a contribution to the Trust Fund for Syria.

(11) The technical implementation of this Decision should be entrusted to the OPCW. The projects as supported by the Union can only be financed through voluntary contributions to the OPCW Trust Fund. Such contributions to be provided by the Union will be instrumental in enabling the OPCW to fulfil the tasks as indicated in the relevant OPCW Executive Council Decisions of 27 September and 15 November 2013, and in UNSCR 2118 of 27 September 2013.

(12) The supervision of the proper implementation of the Union's financial contribution should be entrusted to the Commission,

HAS ADOPTED THIS DECISION:

Article 1

1. The Union shall support the OPCW activities by contributing to costs associated with the inspection and verification of the destruction of Syrian chemical weapons, as well as costs associated with activities complementary to the core mandated tasks in support of UNSCR 2118 (2013) and the OPCW Executive Council Decision of 27 September 2013 on the destruction of Syrian chemical weapons and subsequent and related resolutions and decisions.

2. The project supported through this Council Decision is the provision of situation-awareness products related to the security of the OPCW-UN Joint Mission, including the status of the road network through the delivery to OPCW of satellite imagery and related information products of the EU Satellite Centre (EU SATCEN).

A detailed description of the project is set out in the Annex.

Article 2

1. The High Representative of the Union for Foreign Affairs and Security Policy (the 'HR') shall be responsible for the implementation of this Decision.

2. The technical implementation of the activities referred to in Article 1(2) shall be entrusted to the OPCW. It shall perform this task under the responsibility of the HR. For this purpose, the HR shall enter into the necessary arrangements with the OPCW.

Article 3

1. The financial reference amount for the implementation of the project referred to in Article 1(2) shall be EUR 2 311 842.

2. The expenditure financed by the amount set out in paragraph 1 shall be managed in accordance with the procedures and rules applicable to the Union budget.

3. The Commission shall supervise the proper management of the expenditure referred to in paragraph 1. For this purpose, it shall conclude a financing agreement with the OPCW. The financing agreement shall stipulate that the OPCW is to ensure visibility of the Union's contribution, appropriate to its size.

4. The Commission shall endeavour to conclude the financing agreement referred to in paragraph 3 as soon as possible after the entry into force of this Decision. It shall inform the Council of any difficulties in that process and of the date of conclusion of the financing agreement.

Article 4

1. The HR shall report to the Council on the implementation of this Decision on the basis of regular reports prepared by the OPCW. Those reports shall form the basis for the evaluation by the Council.

2. The Commission shall provide the Council with information on the financial aspects of the implementation of the project referred to in Article 1(2).

Article 5

1. This Decision shall enter into force on the day of its adoption.

2. It shall expire 12 months after the date of the conclusion of the financing agreement between the Commission and the OPCW referred to in Article 3(3), or it shall expire on 10 June 2014 if no such financing agreement has been concluded before that date.

Done at Brussels, 9 December 2013.

For the Council
The President
A. PABEDINSKIENĖ

ANNEX

EUROPEAN UNION SUPPORT OF THE UNSCR 2118 (2013) AND OPCW EXECUTIVE COUNCIL EC-M-33/DEC.1, IN THE FRAMEWORK OF THE IMPLEMENTATION OF THE EU STRATEGY AGAINST PROLIFERATION OF WEAPONS OF MASS DESTRUCTION

Project: Providing satellite imagery support to the OPCW within the OPCW-UN Joint Mission

Objective:

To support OPCW within the OPCW-UN Joint Mission in its tasks under relevant UNSRs and OPCW Executive Council Decisions, as well as the terms of the Chemical Weapons Convention.

Results:

Assessment of the status of the road network, in particular the identification of road blocks and areas of road movement difficulties and; reinforcement of situation awareness in the field related to the security of the OPCW-UN Joint Mission deployed in Syria and in regard to locations to be visited/inspected.

Activities:

Support to OPCW will be provided through delivery of up to 5 satellite imagery products of the EU Satellite Centre (EU SATCEN) per week for a total duration starting from the signing of the contract until 31 December 2014.

The UN and the OPCW will develop their activities in cooperation with relevant partners, including international organisations and agencies, to ensure effective synergies and avoid duplication.

COMMISSION IMPLEMENTING DECISION

of 6 December 2013

establishing a format for notifying the information on the adoption and substantial revisions of the waste management plans and the waste prevention programmes

(notified under document C(2013) 8641)

(Text with EEA relevance)

(2013/727/EU)

THE EUROPEAN COMMISSION,

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

Having regard to Directive 2008/98/EC of the European Parliament and of the Council of 19 November 2008 on waste and repealing certain Directives [1], and in particular Article 33(2) thereof,

Whereas:

(1) Pursuant to Article 28 of Directive 2008/98/EC Member States have to ensure that their competent authorities establish one or more waste management plans covering the entire geographical territory of the Member State concerned.

(2) In addition, not later than 12 December 2013, Member States have to establish waste prevention programmes in accordance with Article 29 of Directive 2008/98/EC.

(3) In order to facilitate the submission of the relevant information to the Commission on the adoption and substantial revisions of those plans and programmes the format for notifying such information should be adopted.

(4) The measures provided for in this Decision are in accordance with the opinion of the Committee established by Article 39 of Directive 2008/98/EC,

HAS ADOPTED THIS DECISION:

Article 1

Member States shall use the formats set out in Annexes I and II to this Decision to notify the Commission of the information on the adoption and substantial revisions of the waste management plans and waste prevention programmes referred to in Articles 28 and 29 of Directive 2008/98/EC.

Article 2

This Decision is addressed to the Member States.

Done at Brussels, 6 December 2013.

For the Commission

Janez POTOČNIK

Member of the Commission

[1] OJ L 312, 22.11.2008, p. 3.

ANNEX I

FORMAT FOR NOTIFYING THE INFORMATION ON THE ADOPTION AND SUBSTANTIAL REVISIONS OF THE WASTE MANAGEMENT PLANS

Name of the plan:

.....

Administrative body (name, address, e-mail address, and other contact details where necessary) responsible for adoption/revision of the plan:

.....

Electronic link to a publicly available website for the plan:

.....

Administrative body (name, address, e-mail address, and other contact details where necessary) in charge of coordinating the information provided in this form:

.....

Please tick the applicable box:

☐ Adoption of a new waste management plan

☐ Substantial revision of a waste management plan

(Important: Please indicate the relevant page number(s) of the notified plan and/or reference document related to each question)

1. **General Information**

1.1. Date of adoption/revision (month/year):

1.2. Does the plan cover the entire territory of the Member State?

☐ Yes

☐ No

If no, please indicate what parts of the territory are not covered and provide reasons:

.....

1.3. What is the scope of the waste management plan?

☐ All waste streams

☐ Municipal solid waste

☐ Hazardous waste

☐ Specific waste streams. Please specify:

If the plan does not cover all waste streams, please indicate the relevant additional plans:

.....

1.4. Does the plan comply with the requirements of Directive 2008/98/EC?

☐ Yes

☐ No

If no, please indicate the reasons:

.....

1.5. Is the plan designed in accordance with the waste hierarchy set out in Article 4 of Directive 2008/98/EC?

☐ Yes

☐ No

If no, please specify for which waste streams the plan deviates from the waste hierarchy and the reasons for such deviations:

.....

1.6. Does the plan include any waste prevention programme?

☐ Yes

☐ No

If yes, please provide the relevant website links:

.....

1.7. How did the relevant stakeholders and authorities and the general public participate in the elaboration of the waste management plans and waste prevention programmes?

.....

2. **Information on collection schemes and waste treatment installations**

2.1. Does the plan assess the need for new collection schemes and major disposal/recovery installation and related investments?

☐ Yes

☐ No

2.2. Does the plan provide information about the location of planned disposal or major recovery installations and the criteria for the choice of that location?

☐ Yes

☐ No

If yes, please indicate where these criteria are set out in the plan:

.....

3. **Information on waste-related targets**

3.1. Are packaging and packaging waste covered by the plan (Article 14 of European Parliament and Council Directive 94/62/EC [1])

☐ Yes

☐ No

3.2. Does the plan set out strategies or measures for the implementation of the reduction of biodegradable waste going to landfills (Article 5 of Council Directive 1999/31/EC [2])

☐ Yes

☐ No

3.3. Does the plan contribute to reach the landfill biodegradable diversion targets?

☐ Yes

☐ No

3.4. Does the plan evaluate the usefulness and suitability of economic and other instruments, e. g. landfill taxes, in addressing waste issues?

☐ Yes

☐ No

If yes, please specify which economic instruments and related measures have been included in the plan:

.....

[1] OJ L 365, 31.12.1994, p. 10.
[2] OJ L 182, 16.7.1999, p. 1.

ANNEX II

FORMAT FOR NOTIFYING THE INFORMATION ON THE ADOPTION AND SUBSTANTIAL REVISIONS OF THE WASTE PREVENTION PROGRAMMES

Name of the programme:

.....

Electronic link to a publicly available website for this programme:

.....

Administrative body (name, address, e-mail address and other contact details where necessary) responsible for the adoption/revision of the programme:

.....

Administrative body (name, address, e-mail address, and other contact details where necessary) in charge of coordinating these answers:

.....

Please tick the applicable box:

☐ Adoption of a new waste prevention programme

☐ Substantial revision of a waste prevention programme [1]

In case of a notification of a substantial revision of a waste prevention programme, which plan/programme does this revision refer to?

Please describe briefly the scope and the main elements of the revision, indicating where the revised elements can be found within the waste prevention programme:

.....

(Important: Please indicate the relevant page number(s) of the notified programme and/or reference document related to each question)

1. **General information**

1.1. Date of adoption/revision (month/year):

1.2. Does the programme cover the entire territory of your Member State?

☐ Yes

☐ No

If no, please indicate what parts of the territory are not covered and provide reasons:

.....

1.3. Is the programme integrated into a waste management plan?

☐ Yes

☐ No

If yes, please specify the waste management plan(s):

.....

[1] Only applicable if a waste prevention programme has already been notified to the European Commission.

1.4. Is the programme included in other environmental policy programme(s)?

☐ Yes

☐ No

If yes, please specify the programme(s):

.....

2. **Information on waste prevention**

2.1. Does the programme describe the existing prevention measures?

☐ Yes

☐ No

2.2. Does the programme set out waste prevention objectives?

☐ Yes

☐ No

2.3. To what extent do the objectives and measures aim at the decoupling of economic growth from the environmental impacts of waste generation?

.....

2.4. Does the programme specify quantitative and/or qualitative benchmarks for adopted waste prevention measures?

☐ Yes

☐ No

If yes, please indicate whether they are qualitative and/or quantitative and the relevant page number(s):

.....

2.5. Does the programme determine specific qualitative and/or quantitative targets and indicators?

☐ Yes

☐ No

If yes, please indicate whether they are qualitative and/or quantitative and the relevant page number(s):

.....

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