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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.

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⁽¹⁾ Text with EEA relevance

II

(Non-legislative acts)

REGULATIONS

COMMISSION REGULATION (EU) 2015/1122

of 8 July 2015

establishing a prohibition of fishing for sandeel in Union waters of sandeel management area 1 by vessels flying the flag of Denmark

THE EUROPEAN COMMISSION,

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

Having regard to Council Regulation (EC) No 1224/2009 of 20 November 2009 establishing a Community control system for ensuring compliance with the rules of the common fisheries policy ⁽¹⁾, and in particular Article 36(2) thereof,

Whereas:

- (1) Council Regulation (EU) 2015/104 ⁽²⁾ lays down quotas for 2015.
- (2) According to the information received by the Commission, catches of the stock referred to in the Annex to this Regulation by vessels flying the flag of or registered in the Member State referred to therein have exhausted the quota allocated for 2015.
- (3) It is therefore necessary to prohibit fishing activities for that stock,

HAS ADOPTED THIS REGULATION:

*Article 1***Quota exhaustion**

The fishing quota allocated to the Member State referred to in the Annex to this Regulation for the stock referred to therein for 2015 shall be deemed to be exhausted from the date set out in that Annex.

*Article 2***Prohibitions**

Fishing activities for the stock referred to in the Annex to this Regulation by vessels flying the flag of or registered in the Member State referred to therein shall be prohibited from the date set out in that Annex. In particular it shall be prohibited to retain on board, relocate, tranship or land fish from that stock caught by those vessels after that date.

⁽¹⁾ OJ L 343, 22.12.2009, p. 1.

⁽²⁾ Council Regulation (EU) 2015/104 of 19 January 2015 fixing for 2015 the fishing opportunities for certain fish stocks and groups of fish stocks, applicable in Union waters and, for Union vessels, in certain non-Union waters, amending Regulation (EU) No 43/2014 and repealing Regulation (EU) No 779/2014 (OJ L 22, 28.1.2015, p. 1).

*Article 3***Entry into force**

This Regulation shall enter into force on the 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, 8 July 2015.

*For the Commission,
On behalf of the President,
Lowri EVANS
Director-General for Maritime Affairs and Fisheries*

ANNEX

No	05/TQ104
Member State	Denmark
Stock	SAN/234_1
Species	Sandeel (<i>Ammodytes</i> spp.)
Zone	Union waters of sandeel management area 1
Closing date	21.5.2015

COMMISSION REGULATION (EU) 2015/1123**of 8 July 2015****establishing a prohibition of fishing for sandeel in Union waters of sandeel management area 6 by vessels flying the flag of Denmark**

THE EUROPEAN COMMISSION,

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

Having regard to Council Regulation (EC) No 1224/2009 of 20 November 2009 establishing a Community control system for ensuring compliance with the rules of the common fisheries policy ⁽¹⁾, and in particular Article 36(2) thereof,

Whereas:

- (1) Council Regulation (EU) 2015/104 ⁽²⁾, lays down quotas for 2015.
- (2) According to the information received by the Commission, catches of the stock referred to in the Annex to this Regulation by vessels flying the flag of or registered in the Member State referred to therein have exhausted the quota allocated for 2015.
- (3) It is therefore necessary to prohibit fishing activities for that stock,

HAS ADOPTED THIS REGULATION:

*Article 1***Quota exhaustion**

The fishing quota allocated to the Member State referred to in the Annex to this Regulation for the stock referred to therein for 2015 shall be deemed to be exhausted from the date set out in that Annex.

*Article 2***Prohibitions**

Fishing activities for the stock referred to in the Annex to this Regulation by vessels flying the flag of or registered in the Member State referred to therein shall be prohibited from the date set out in that Annex. In particular it shall be prohibited to retain on board, relocate, tranship or land fish from that stock caught by those vessels after that date.

*Article 3***Entry into force**

This Regulation shall enter into force on the 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, 8 July 2015.

For the Commission,

On behalf of the President,

Lowri EVANS

Director-General for Maritime Affairs and Fisheries

⁽¹⁾ OJ L 343, 22.12.2009, p. 1.

⁽²⁾ Council Regulation (EU) 2015/104 of 19 January 2015 fixing for 2015 the fishing opportunities for certain fish stocks and groups of fish stocks, applicable in Union waters and, for Union vessels, in certain non-Union waters, amending Regulation (EU) No 43/2014 and repealing Regulation (EU) No 779/2014 (OJ L 22, 28.1.2015, p. 1).

ANNEX

No	06/TQ104
Member State	Denmark
Stock	SAN/234_6
Species	Sandeel (<i>Ammodytes</i> spp.)
Zone	Union waters of sandeel management area 6
Closing date	6.6.2015

COMMISSION REGULATION (EU) 2015/1124**of 8 July 2015****establishing a prohibition of fishing for sandeel in Union waters of sandeel management area 2 by vessels flying the flag of Denmark**

THE EUROPEAN COMMISSION,

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

Having regard to Council Regulation (EC) No 1224/2009 of 20 November 2009 establishing a Community control system for ensuring compliance with the rules of the common fisheries policy ⁽¹⁾, and in particular Article 36(2) thereof,

Whereas:

- (1) Council Regulation (EU) 2015/104 ⁽²⁾ lays down quotas for 2015.
- (2) According to the information received by the Commission, catches of the stock referred to in the Annex to this Regulation by vessels flying the flag of or registered in the Member State referred to therein have exhausted the quota allocated for 2015.
- (3) It is therefore necessary to prohibit fishing activities for that stock,

HAS ADOPTED THIS REGULATION:

*Article 1***Quota exhaustion**

The fishing quota allocated to the Member State referred to in the Annex to this Regulation for the stock referred to therein for 2015 shall be deemed to be exhausted from the date set out in that Annex.

*Article 2***Prohibitions**

Fishing activities for the stock referred to in the Annex to this Regulation by vessels flying the flag of or registered in the Member State referred to therein shall be prohibited from the date set out in that Annex. In particular it shall be prohibited to retain on board, relocate, tranship or land fish from that stock caught by those vessels after that date.

*Article 3***Entry into force**

This Regulation shall enter into force on the 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, 8 July 2015.

For the Commission,

On behalf of the President,

Lowri EVANS

Director-General for Maritime Affairs and Fisheries

⁽¹⁾ OJ L 343, 22.12.2009, p. 1.

⁽²⁾ Council Regulation (EU) 2015/104 of 19 January 2015 fixing for 2015 the fishing opportunities for certain fish stocks and groups of fish stocks, applicable in Union waters and, for Union vessels, in certain non-Union waters, amending Regulation (EU) No 43/2014 and repealing Regulation (EU) No 779/2014 (OJ L 22, 28.1.2015, p. 1).

ANNEX

No	07/TQ104
Member State	Denmark
Stock	SAN/234_2
Species	Sandeel (<i>Ammodytes</i> spp.)
Zone	Union waters of sandeel management area 2
Closing date	12.6.2015

COMMISSION REGULATION (EU) 2015/1125

of 10 July 2015

amending Regulation (EC) No 1881/2006 as regards maximum levels for polycyclic aromatic hydrocarbons in Katsuobushi (dried bonito) and certain smoked Baltic herring

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

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

Having regard to Council Regulation (EEC) No 315/93 of 8 February 1993 laying down Community procedures for contaminants in food ⁽¹⁾, and in particular Article 2(3) thereof,

Whereas:

- (1) Commission Regulation (EC) No 1881/2006 ⁽²⁾ sets maximum levels for polycyclic aromatic hydrocarbons (PAHs) in food.
- (2) According to that Regulation, maximum levels for PAHs must be safe and as low as reasonably achievable (ALARA) based upon good manufacturing, drying and agricultural/fishery practices. In 2011, data for smoked fish have shown that lower maximum levels of PAHs were achievable and they were laid down by Commission Regulation (EU) No 835/2011 ⁽³⁾. Nevertheless, adaptations of smoking technology were necessary in some cases. Therefore a transitional period of three years was granted before the lower maximum levels become applicable as from 1 September 2014.
- (3) *Katsuobushi* is a traditional Japanese food product made from bonito. Its manufacturing process involves filleting, boiling and deboning followed by smoking/drying process over combusting woods. Recent evidence has been provided by the Japanese authorities demonstrating that, despite the application of good smoking practices to the extent possible, the lower levels for PAHs are not achievable for that product. Therefore it is appropriate to change the current maximum levels of PAHs in *Katsuobushi* into those applicable before 1 September 2014.
- (4) The product name '*Sprotid*' is a general traditional name in Estonia for a product which traditionally can contain both sprat (*Sprattus sprattus*) and Baltic herring (*Clupea harengus membras*) depending on the season and availability. Both fishes are of comparable size and are classified as small scale fish. The label of '*Sprotid*' mentions if the product contains sprats or Baltic herring or a mixture, with the ratio of each fish species present. The smoking procedure for this small Baltic herring is the same as the one applied to sprats and consequently levels of PAHs in small Baltic herring are similar to those found in smoked sprat. Therefore it is appropriate to establish the same maximum level for smoked small Baltic herring and canned smoked small herring as for smoked sprats and canned smoked sprats.
- (5) Legislation related to the common organisation of the markets in fishery and aquaculture products has been replaced necessitating changes to certain endnotes. The measures provided for in this Regulation are in accordance with the opinion of the Standing Committee on Plants, Animals, Food and Feed,

HAS ADOPTED THIS REGULATION:

Article 1

The Annex to Regulation (EC) No 1881/2006 is amended in accordance with the Annex to this Regulation.

⁽¹⁾ OJ L 37, 13.2.1993, p. 1.⁽²⁾ Commission Regulation (EC) No 1881/2006 of 19 December 2006 setting maximum levels for certain contaminants in foodstuffs (OJ L 364, 20.12.2006, p. 5).⁽³⁾ Commission Regulation (EU) No 835/2011 of 19 August 2011 amending Regulation (EC) No 1881/2006 as regards maximum levels for polycyclic aromatic hydrocarbons in foodstuffs (OJ L 215, 20.8.2011, p. 4).

Article 2

This Regulation shall enter into force on the twentieth 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, 10 July 2015.

For the Commission

The President

Jean-Claude JUNKER

ANNEX

The Annex to Regulation (EC) No 1881/2006 is amended as follows:

(1) Section 6: *Polycyclic aromatic hydrocarbons* is replaced by the following:

'Section 6: Polycyclic aromatic hydrocarbons

Foodstuffs		Maximum levels (µg/kg)	
6.1	Benzo(a)pyrene, benzo(a)anthracene, benzo(b)fluoranthene and chrysene	Benzo(a)pyrene	Sum of benzo(a)pyrene, benzo(a)anthracene, benzo(b)fluoranthene and chrysene ⁽⁴⁵⁾
6.1.1	Oils and fats (excluding cocoa butter and coconut oil) intended for direct human consumption or use as an ingredient in food	2,0	10,0
6.1.2	Cocoa beans and derived products	5,0 µg/kg fat as from 1.4.2013	35,0 µg/kg fat as from 1.4.2013 until 31.3.2015 30,0 µg/kg fat as from 1.4.2015
6.1.3	Coconut oil intended for direct human consumption or use as an ingredient in food	2,0	20,0
6.1.4	Smoked meat and smoked meat products	5,0 until 31.8.2014 2,0 as from 1.9.2014	30,0 as from 1.9.2012 until 31.8.2014 12,0 as from 1.9.2014
6.1.5	Muscle meat of smoked fish and smoked fishery products ⁽²⁵⁾ ⁽³⁶⁾ , excluding fishery products listed in points 6.1.6 and 6.1.7. The maximum level for smoked crustaceans applies to muscle meat from appendages and abdomen ⁽⁴⁴⁾ . In case of smoked crabs and crab-like crustaceans (<i>Brachyura</i> and <i>Anomura</i>) it applies to muscle meat from appendages.	5,0 until 31.8.2014 2,0 as from 1.9.2014	30,0 as from 1.9.2012 until 31.8.2014 12,0 as from 1.9.2014
6.1.6	Smoked sprats and canned smoked sprats ⁽²⁵⁾ ⁽⁴⁷⁾ (<i>Sprattus sprattus</i>); Smoked Baltic herring ≤ 14 cm length and canned smoked Baltic herring ≤ 14 cm length ⁽²⁵⁾ ⁽⁴⁷⁾ (<i>Clupea harengus membras</i>); Katsuobushi (dried bonito, <i>Katsuwonus pelamis</i>); bivalve molluscs (fresh, chilled or frozen) ⁽²⁶⁾ ; heat treated meat and heat treated meat products ⁽⁴⁶⁾ sold to the final consumer	5,0	30,0
6.1.7	Bivalve molluscs ⁽³⁶⁾ (smoked)	6,0	35,0
6.1.8	Processed cereal-based foods and baby foods for infants and young children ⁽³⁾ ⁽²⁹⁾	1,0	1,0
6.1.9	Infant formulae and follow-on formulae, including infant milk and follow-on milk ⁽⁸⁾ ⁽²⁹⁾	1,0	1,0
6.1.10	Dietary foods for special medical purposes ⁽⁹⁾ ⁽²⁹⁾ intended specifically for infants	1,0	1,0'

(2) Endnote ⁽²⁶⁾ is replaced by the following endnote:

‘⁽²⁶⁾ Foodstuffs falling within categories (c) and (i) of the list in Annex I of Regulation (EU) No 1379/2013 of the European Parliament and of the Council of 11 December 2013 on the common organisation of the markets in fishery and aquaculture products, amending Council Regulation (EC) No 1184/2006 and (EC) No 1224/2009 and repealing Council Regulation (EC) No 104/2000 (OJ L 354, 28.12.2013, p. 1), as appropriate (species as listed in the relevant entry). In case of dried, diluted, processed and/or compound foodstuffs Article 2(1) and 2(2) apply. In case of *Pecten maximus*, the maximum level applies to the adductor muscle and gonad only.’

(3) Endnote ⁽³⁶⁾ is replaced by the following endnote:

‘⁽³⁶⁾ Foodstuffs listed in this category as defined in categories (b), (c) and (i) of the list in Annex 1 of Regulation (EU) No 1379/2013.’

COMMISSION IMPLEMENTING REGULATION (EU) 2015/1126**of 10 July 2015****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 Regulation (EU) No 1308/2013 of the European Parliament and of the Council of 17 December 2013 establishing a common organisation of the markets in agricultural products and repealing Council Regulations (EEC) No 922/72, (EEC) No 234/79, (EC) No 1037/2001 and (EC) No 1234/2007 ⁽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, 10 July 2015.

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

⁽¹⁾ OJ L 347, 20.12.2013, p. 671.

⁽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	MA	181,3
	MK	43,8
	ZZ	112,6
0707 00 05	TR	116,3
	ZZ	116,3
0709 93 10	TR	119,7
	ZZ	119,7
0805 50 10	AR	98,0
	TR	108,0
	UY	76,8
	ZA	135,1
	ZZ	104,5
0808 10 80	AR	98,9
	BR	106,0
	CL	131,8
	NZ	147,1
	US	173,4
	ZA	122,1
	ZZ	129,9
0808 30 90	AR	114,9
	CL	127,1
	CN	86,2
	NZ	235,9
	ZA	124,0
	ZZ	137,6
0809 10 00	TR	239,3
	ZZ	239,3
0809 29 00	TR	239,3
	ZZ	239,3
0809 30 10, 0809 30 90	CL	181,4
	ZZ	181,4
0809 40 05	BA	95,4
	CL	126,8
	ZZ	111,1

⁽¹⁾ Nomenclature of countries laid down by Commission Regulation (EU) No 1106/2012 of 27 November 2012 implementing Regulation (EC) No 471/2009 of the European Parliament and of the Council on Community statistics relating to external trade with non-member countries, as regards the update of the nomenclature of countries and territories (OJ L 328, 28.11.2012, p. 7). Code 'ZZ' stands for 'of other origin'.

DIRECTIVES

COMMISSION DIRECTIVE (EU) 2015/1127

of 10 July 2015

amending Annex II to Directive 2008/98/EC of the European Parliament and of the Council on waste and repealing certain Directives

(Text with EEA relevance)

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 38(1) thereof,

Whereas:

- (1) Annex II to Directive 2008/98/EC sets out a non-exhaustive list of recovery operations.
- (2) The R1 operation in Annex II to Directive 2008/98/EC applies to waste replacing fuel or other means to generate energy. This includes incineration facilities dedicated to the processing of municipal solid waste only where their energy efficiency meet the threshold established by using the energy efficiency formula (R1 formula) referred to in Annex II to Directive 2008/98/EC.
- (3) It results from technical evidence that local climate conditions in the Union influence the amounts of energy that can technically be used or produced in the form of electricity, heating, cooling or processing steam by incineration facilities dedicated to the processing of municipal solid waste.
- (4) A report from the Joint Research Centre of the European Commission has shown that in order to achieve a level playing field in the Union it is reasonable to compensate incineration facilities affected by the impact of local climatic conditions with a climate correction factor (CCF) applicable to the R1 formula. Such factor should be based on the reference document on Best Available Techniques for waste incineration.
- (5) As a result of the application of a CCF some disposal incineration installations would meet the R1 formula threshold and thus automatically become recovery incineration facilities. Notwithstanding that, the application of such a correction factor should remain an incentive for incineration plants to achieve high efficiency of energy production from waste in line with the objectives and the waste hierarchy laid down in Directive 2008/98/EC.
- (6) The CCF applicable to the R1 formula should be based on climatic conditions for the incineration facility location.
- (7) Directive 2008/98/EC should therefore be amended accordingly.
- (8) The measures provided for in this Directive are in accordance with the opinion of the Committee established by Article 39 of Directive 2008/98/EC,

HAS ADOPTED THIS DIRECTIVE:

Article 1

Annex II to Directive 2008/98/EC is amended as set out in the Annex.

⁽¹⁾ OJ L 312, 22.11.2008, p. 3.

Article 2

1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by 31 July 2016, at the latest. They shall forthwith communicate to the Commission the text of those provisions.

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.

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.

Article 3

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

Article 4

This Directive is addressed to the Member States.

Done at Brussels, 10 July 2015.

For the Commission
The President
Jean-Claude JUNCKER

ANNEX

In Annex II to Directive 2008/98/EC, the following text is added under footnote (*):

‘The energy efficiency formula value will be multiplied by a climate correction factor (CCF) as shown below:

1. CCF for installations in operation and permitted in accordance with applicable Union legislation before 1 September 2015.

$$\text{CCF} = 1 \text{ if } \text{HDD} \geq 3\,350$$

$$\text{CCF} = 1,25 \text{ if } \text{HDD} \leq 2\,150$$

$$\text{CCF} = - (0,25/1\,200) \times \text{HDD} + 1,698 \text{ when } 2\,150 < \text{HDD} < 3\,350$$

2. CCF for installations permitted after 31 August 2015 and for installations under 1 after 31 December 2029:

$$\text{CCF} = 1 \text{ if } \text{HDD} \geq 3\,350$$

$$\text{CCF} = 1,12 \text{ if } \text{HDD} \leq 2\,150$$

$$\text{CCF} = - (0,12/1\,200) \times \text{HDD} + 1,335 \text{ when } 2\,150 < \text{HDD} < 3\,350$$

(The resulting value of CCF will be rounded at three decimal places).

The value of HDD (Heating Degree Days) should be taken as the average of annual HDD values for the incineration facility location, calculated for a period of 20 consecutive years before the year for which CCF is calculated. For the calculation of the value of HDD the following method established by Eurostat should be applied: HDD is equal to $(18\text{ °C} - T_m) \times d$ if T_m is lower than or equal to 15 °C (heating threshold) and is nil if T_m is greater than 15 °C ; where T_m is the mean $(T_{\min} + T_{\max}/2)$ outdoor temperature over a period of d days. Calculations are to be executed on a daily basis ($d = 1$), added up to a year.’

DECISIONS

POLITICAL AND SECURITY COMMITTEE DECISION (CFSP) 2015/1128

of 7 July 2015

on the appointment of the Head of Mission of the European Union Border Assistance Mission for the Rafah Crossing Point (EU BAM Rafah) (EU BAM Rafah/1/2015)

THE POLITICAL AND SECURITY COMMITTEE,

Having regard to the Treaty on European Union, and in particular the third paragraph of Article 38 thereof,

Having regard to Council Joint Action 2005/889/CFSP of 12 December 2005 on establishing a European Union Border Assistance Mission for the Rafah Crossing Point, EU BAM Rafah ⁽¹⁾, and in particular Article 10(1) thereof,

Whereas:

- (1) Pursuant to Article 10(1) of Joint Action 2005/889/CFSP, the Political and Security Committee is authorised, in accordance with Article 38 of the Treaty, to take the relevant decisions for the purpose of exercising political control and strategic direction of the European Union Border Assistance Mission for the Rafah Crossing Point (EU BAM Rafah), including the decision to appoint a Head of Mission.
- (2) On 29 May 2015, the High Representative of the Union for Foreign Affairs and Security Policy proposed the appointment of Ms Natalina CEA as Head of Mission of EU BAM Rafah from 1 July 2015 to 30 June 2016.
- (3) Council Decision (CFSP) 2015/1065 ⁽²⁾ extended the duration of EU BAM Rafah until 30 June 2016,

HAS ADOPTED THIS DECISION:

Article 1

Ms Natalina CEA is hereby appointed as Head of Mission of EU BAM Rafah for the period from 1 July 2015 to 30 June 2016.

Article 2

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

It shall apply from 1 July 2015.

Done at Brussels, 7 July 2015.

For the Political and Security Committee

The Chairperson

W. STEVENS

⁽¹⁾ OJ L 327, 14.12.2005, p. 28.

⁽²⁾ Council Decision (CFSP) 2015/1065 of 2 July 2015 amending Joint Action 2005/889/CFSP on establishing a European Union Border Assistance Mission for the Rafah Crossing Point (EU BAM Rafah) (OJ L 174, 3.7.2015, p. 23).

POLITICAL AND SECURITY COMMITTEE DECISION (CFSP) 2015/1129**of 7 July 2015****extending the mandate of the Head of Mission of the European Union Police Mission for the
Palestinian Territories (EUPOL COPPS) (EUPOL COPPS/2/2015)**

THE POLITICAL AND SECURITY COMMITTEE,

Having regard to the Treaty on European Union, and in particular the third paragraph of Article 38 thereof,

Having regard to Council Decision 2013/354/CFSP of 3 July 2013 on the European Union Police Mission for the Palestinian Territories (EUPOL COPPS) ⁽¹⁾, and in particular Article 9(1) thereof,

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

Whereas:

- (1) Pursuant to Article 9(1) of Decision 2013/354/CFSP, the Political and Security Committee (PSC) is authorised, in accordance with the third paragraph of Article 38 of the Treaty, to take the relevant decisions for the purpose of exercising political control and strategic direction of the European Union Police Mission for the Palestinian Territories (EUPOL COPPS), including the decision to appoint a Head of Mission.
- (2) On 17 February 2015, the PSC adopted Decision (CFSP) 2015/381 ⁽²⁾, appointing Mr Rodolphe MAUGET as Head of Mission of EUPOL COPPS from 16 February 2015 to 30 June 2015.
- (3) On 2 July 2015, the Council adopted Decision (CFSP) 2015/1064 ⁽³⁾, extending the mandate of EUPOL COPPS from 1 July 2015 to 30 June 2016.
- (4) The High Representative of the Union for Foreign Affairs and Security Policy proposed the extension of the mandate of Mr Rodolphe MAUGET as Head of Mission of EUPOL COPPS from 1 July 2015 to 30 June 2016,

HAS ADOPTED THIS DECISION:

Article 1

The mandate of Mr Rodolphe MAUGET as Head of Mission of the European Union Police Mission for the Palestinian Territories (EUPOL COPPS) is hereby extended until 30 June 2016.

Article 2

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

It shall apply from 1 July 2015.

Done at Brussels, 7 July 2015.

For the Political and Security Committee

The Chairperson

W. STEVENS

⁽¹⁾ OJ L 185, 4.7.2013, p. 12.

⁽²⁾ Political and Security Committee Decision (CFSP) 2015/381 of 17 February 2015 on the appointment of the Head of Mission of the European Union Police Mission for the Palestinian Territories (EUPOL COPPS) (EUPOL COPPS/1/2015) (OJ L 64, 7.3.2015, p. 37).

⁽³⁾ Council Decision (CFSP) 2015/1064 of 2 July 2015 amending Decision 2013/354/CFSP on the European Union Police Mission for the Palestinian Territories (EUPOL COPPS) (OJ L 174, 3.7.2015, p. 21).

COUNCIL DECISION (CFSP) 2015/1130
of 10 July 2015
amending Decision 2010/413/CFSP concerning restrictive measures against Iran

THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on European Union, and in particular Article 29 thereof,

Whereas:

- (1) On 26 July 2010, the Council adopted Decision 2010/413/CFSP ⁽¹⁾ concerning restrictive measures against Iran.
- (2) On 24 November 2013, China, France, Germany, the Russian Federation, the United Kingdom and the United States, supported by the High Representative of the Union for Foreign Affairs and Security Policy, reached an agreement with Iran on a Joint Plan of Action which sets out an approach towards reaching a long-term comprehensive solution to the Iranian nuclear issue. It was agreed that the process leading to this comprehensive solution would include, as a first step, initial mutually agreed measures to be taken by both sides for a duration of 6 months and renewable by mutual consent.
- (3) On 7 July 2015, by Decision (CFSP) 2015/1099 ⁽²⁾ the Council decided to extend the implementation of the measures of the Joint Plan of Action until 10 July 2015.
- (4) On 10 July 2015, China, France, Germany, the Russian Federation, the United Kingdom and the United States, supported by the High Representative of the Union for Foreign Affairs and Security Policy, agreed with Iran to extend the implementation of the measures of the Joint Plan of Action until 13 July 2015 to allow time for continuing the negotiation with a view to reaching an agreement on a Joint Comprehensive Plan of Action.
- (5) The suspension of the Union restrictive measures specified in the Joint Plan of Action should therefore be extended until 13 July 2015. Relevant contracts would have to be executed within that date.
- (6) Decision 2010/413/CFSP should therefore be amended accordingly,

HAS ADOPTED THIS DECISION:

Article 1

Article 26a of Decision 2010/413/CFSP is replaced by the following:

'Article 26a

1. The prohibition set out in Article 3a(1) shall be suspended until 13 July 2015 insofar as it concerns the transport of Iranian crude oil.
2. The prohibition set out in Article 3a(2) shall be suspended until 13 July 2015 insofar as it concerns the provision of insurance and reinsurance, related to the import, purchase, or transport of Iranian crude oil.
3. The prohibition set out in Article 3b shall be suspended until 13 July 2015.
4. The prohibition set out in Article 4c shall be suspended until 13 July 2015 insofar as it concerns gold and precious metals.

⁽¹⁾ Council Decision 2010/413/CFSP of 26 July 2010 concerning restrictive measures against Iran and repealing Common Position 2007/140/CFSP (OJ L 195, 27.7.2010, p. 39).

⁽²⁾ Council Decision (CFSP) 2015/1099 of 7 July 2015 amending Decision 2010/413/CFSP concerning restrictive measures against Iran (OJ L 180, 8.7.2015, p. 4).

5. Article 10(3)(a), (b) and (c) are replaced by the following points until 13 July 2015:
- “(a) transfers due on transactions regarding foodstuffs, healthcare, medical equipment, or for agricultural or humanitarian purposes below EUR 1 000 000, as well as transfers regarding personal remittances, below EUR 400 000, shall be carried out without any prior authorisation. The transfer shall be notified to the competent authority of the Member State concerned if above EUR 10 000;
 - (b) transfers due on transactions regarding foodstuffs, healthcare, medical equipment, or for agricultural or humanitarian purposes above EUR 1 000 000, as well as transfers regarding personal remittances, above EUR 400 000, shall require the prior authorisation from the competent authority of the Member State concerned. The relevant Member State shall inform the other Member States of any authorisation granted;
 - (c) any other transfer above EUR 100 000 shall require the prior authorisation from the competent authority of the Member State concerned. The relevant Member State shall inform the other Member States of any authorisation granted.”.
6. Article 10(4)(b) and (c) are replaced by the following points until 13 July 2015:
- “(b) any other transfer below EUR 400 000 shall be carried out without any prior authorisation. The transfer shall be notified to the competent authority of the Member State concerned if above EUR 10 000;
 - (c) any other transfer above EUR 400 000 shall require the prior authorisation from the competent authority of the Member State concerned. The authorisation shall be deemed granted within four weeks unless the competent authority of the Member State concerned has objected within that time limit. The relevant Member State shall inform the other Member States of any authorisation rejected.”.
7. The prohibitions set out in Article 18b shall be suspended until 13 July 2015.
8. The prohibitions set out in Article 20(1)(b) and (c) and in Article 20(2) to the Ministry of Petroleum, listed in Annex II, shall be suspended until 13 July 2015, insofar as necessary for the execution, until 13 July 2015, of contracts for the import or purchase of Iranian petrochemical products.’.

Article 2

This Decision shall enter into force on the date of its publication in the *Official Journal of the European Union*.

Done at Brussels, 10 July 2015.

For the Council
The President
J. ASSELBORN

COMMISSION IMPLEMENTING DECISION (EU) 2015/1131**of 10 July 2015****amending Implementing Decision 2013/505/EU authorising the provisional measure taken by the French Republic in accordance with Article 129 of Regulation (EC) No 1907/2006 of the European Parliament and of the Council concerning the Registration, Evaluation, Authorisation and Restriction of Chemicals (REACH) to restrict the use of ammonium salts in cellulose wadding insulation materials***(notified under document C(2015) 4470)***(Only the French text is authentic)****(Text with EEA relevance)**

THE EUROPEAN COMMISSION,

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

Having regard to Regulation (EC) No 1907/2006 of the European Parliament and of the Council of 18 December 2006 concerning the Registration, Evaluation, Authorisation and Restriction of Chemicals (REACH), establishing a European Chemicals Agency, amending Directive 1999/45/EC and repealing Council Regulation (EEC) No 793/93 and Commission Regulation (EC) No 1488/94 as well as Council Directive 76/769/EEC and Commission Directives 91/155/EEC, 93/67/EEC, 93/105/EC and 2000/21/EC ⁽¹⁾, and in particular Article 129(2) thereof,

Whereas:

- (1) On 14 October 2013, the Commission adopted Implementing Decision 2013/505/EU ⁽²⁾ ('the Decision') authorising the provisional measure taken by the French Republic in accordance with Article 129 of Regulation (EC) No 1907/2006 to restrict the use of ammonium salts in cellulose wadding insulation materials.
- (2) Pursuant to Article 1(1) of the Decision, the provisional measure is authorised for a time period of 21 months beginning on 15 October 2013, which will end on 14 July 2015.
- (3) The time period of 21 months was intended to provide sufficient time to conclude the restriction procedure that Article 129(3) of Regulation (EC) No 1907/2006 obliged the French Republic to initiate by submitting to the European Chemicals Agency a dossier, in accordance with Annex XV thereto, within three months of the Decision. The Decision provides for the expiry of the authorisation before the end of the 21-month time period if the restriction procedure is concluded earlier.
- (4) Following unforeseen difficulties relating to the conformity check carried out on the dossier in accordance with Article 69(4) of Regulation (EC) No 1907/2006, the restriction procedure has been delayed and will probably not conclude before spring 2016.
- (5) The reasons for authorising the provisional measure remain unchanged.
- (6) In order to avoid the legal uncertainty that would result from the expiry of the authorisation of the French provisional measure before the conclusion of the restriction procedure, it is necessary to extend the time period for which the provisional measure is authorised.
- (7) This Decision is in accordance with the opinion of the REACH Committee,

HAS ADOPTED THIS DECISION:

Article 1

In Article 1(1) of Implementing Decision 2013/505/EU '21 months' is replaced by '36 months'.

⁽¹⁾ OJ L 396, 30.12.2006, p. 1.

⁽²⁾ Commission Implementing Decision 2013/505/EU of 14 October 2013 authorising the provisional measure taken by the French Republic in accordance with Article 129 of Regulation (EC) No 1907/2006 of the European Parliament and of the Council concerning the Registration, Evaluation, Authorisation and Restriction of Chemicals (REACH) to restrict the use of ammonium salts in cellulose wadding insulation materials (OJ L 275, 16.10.2013, p. 52).

Article 2

This Decision shall take effect on 13 July 2015.

Article 3

This Decision is addressed to the French Republic.

Done at Brussels, 10 July 2015.

For the Commission
Elżbieta BIEŃKOWSKA
Member of the Commission

COMMISSION IMPLEMENTING DECISION (EU) 2015/1132**of 10 July 2015****on the approval of the Porsche AG coasting function as an innovative technology for reducing CO₂ emissions from passenger cars pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council****(Text with EEA relevance)**

THE EUROPEAN COMMISSION,

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

Having regard to Regulation (EC) No 443/2009 of the European Parliament and of the Council of 23 April 2009 setting emission performance standards for new passenger cars as part of the Community's integrated approach to reduce CO₂ emissions from light-duty vehicles ⁽¹⁾, and in particular Article 12(4) thereof,

Whereas:

- (1) The manufacturer Porsche AG (the 'Applicant') submitted an application for the approval of a 'coasting function' as an innovative technology on 13 October 2014. The completeness of the application was assessed in accordance with Article 4 of Commission Implementing Regulation (EU) No 725/2011 ⁽²⁾. The application was found to be complete and the period for the Commission's assessment of the application started on the 14 October 2014 being the day following the date of official receipt.
- (2) The application has been assessed in accordance with Article 12 of Regulation (EC) No 443/2009, Implementing Regulation (EU) No 725/2011 and the Technical Guidelines for the preparation of applications for the approval of innovative technologies pursuant to Regulation (EC) No 443/2009 (the 'Technical Guidelines') ⁽³⁾.
- (3) The application refers to the Porsche AG 'coasting' function. The innovative technology is an automatic gearbox intelligent control strategy that allows the possibility of a driving mode during which the vehicle runs while the combustion engine is decoupled from the wheels (i.e. the clutch is disengaged). During the coasting driving mode, the engine idles but the functioning of auxiliary equipment (e.g. generator, compressor, water pump) is ensured. In addition, when 'coasting', the kinetic and potential energy of the vehicle is directly used to overcome driving resistance and, as consequence, to decrease fuel consumption.
- (4) The Applicant has demonstrated that a coasting function of the kind described in this application did not exceed 3 % of the new passenger cars registered in the reference year 2009.
- (5) The accountability criteria specified in Article 4(2)(f)(iii) and Article 9(3) of Implementing Regulation (EU) No 725/2011 require the demonstration that the CO₂ reducing performance of the technology is not dependent on the behaviour of driver or on settings or choices outside the control of the applicant. Having considered the information provided by the Applicant, as well as that from other public sources, the Commission considers that this condition would not be met where the coasting function can be disengaged and would require manual

⁽¹⁾ OJ L 140, 5.6.2009, p. 1.

⁽²⁾ Commission Implementing Regulation (EU) No 725/2011 of 25 July 2011 establishing a procedure for the approval and certification of innovative technologies for reducing CO₂ emissions from passenger cars pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council (OJ L 194, 26.7.2011, p. 19).

⁽³⁾ http://ec.europa.eu/clima/policies/transport/vehicles/cars/docs/guidelines_en.pdf

re-initiation. This is the case, for example, when the road or car conditions do not allow coasting, where there is a pronounced downhill gradient and when the driver touches the brake pedal, or activates cruise control or sport mode, switches off the start-stop system or uses the manual gear selector. The Applicant has provided an analysis related to some of these matters: when the road or car conditions do not allow coasting, when the driver touches the brake pedal or uses the manual gear selector. Other aspects of driver behaviour regarding manual re-activation of coasting have not been examined. The Commission concludes that the conditions should be specified in order for the coasting technology to meet the accountability criteria set out in the Implementing Regulation. These conditions should ensure that the coasting function cannot be deactivated by the driver, or, where the function is otherwise deactivated, e.g. by the automatic gearbox intelligent control strategy or by any other device, it is automatically activated again immediately after the deactivation event. In view of the above, subject to this condition, the Commission concludes that the information provided in the application demonstrates that the conditions and criteria referred to in Article 12 of Regulation (EC) No 443/2009 and in Articles 2 and 4 of Implementing Regulation (EU) No 725/2011 have been met.

- (6) In order to determine the CO₂ savings that the innovative technology will deliver when fitted to a vehicle, it is necessary to define the baseline vehicle against which the efficiency of the vehicle equipped with the innovative technology should be compared as provided for in Articles 5 and 8 of Implementing Regulation (EU) No 725/2011. The Commission finds that it is appropriate to consider a vehicle with the coasting function installed and deactivated as a baseline vehicle. If it is not possible to deactivate the coasting function, it should be ensured that the coasting function is not in operation during the testing procedure.
- (7) The Applicant has provided a methodology for testing the CO₂ reductions from the use of the 'coasting' technology. A number of factors in the formulae are derived from the analysis of the influence of the driver's behaviour on the 'coasting' technology. The Commission finds that the number of trips included in the database is satisfactory to conclude that the innovative technology would deliver CO₂ savings. However, a larger number of robust, independent data, including additional analysis of how much driving takes place when the engine transmission and battery are being employed at their appropriate operating temperature and what proportion of driving time takes place when more pronounced downhill gradients are being driven when the coasting function is turned off would be necessary to alleviate the uncertainties associated with the CO₂ savings from the innovative technology.
- (8) A conversion factor is required in the formulae for the calculation of the potential CO₂ savings to address the difference between CO₂ emissions from the standard NEDC test and those under modified NEDC testing conditions for the baseline vehicle. In discussions with industry limited data has been provided on relevant values for the c-parameter based on simulations. These showed different results which depend on the characteristics of the transmission and other parameters of the vehicle. From these data, the c-parameter appears to lie within the range 0,96 to 0,99. The Applicant has not provided strong evidence for the use of a specific value for c. In view of this, it is determined that a value of c at the lower end of the identified range should be used to provide certainty over the likely CO₂ savings that will be achieved. The conversion factor c is therefore set at a value of 0,96 (compared to 0,97 in the application for which no justification is provided).
- (9) A key element in determining the CO₂ savings is the proportion of the distance travelled by the vehicle over which the coasting function will be activated. A usage factor is determined which relates the observed distance covered under coasting conditions by the applicant in tests compared to the coasting distance under modified NEDC conditions. The Applicant proposed a value of 1. The Commission analysis shows that this value cannot be justified by the data provided. Using the Applicant's data would result in a value of 0,87 for the usage factor. However, the Applicant has provided insufficient data to provide certainty that other factors which may result in the coasting function being de-activated are fully taken into account. It is therefore considered appropriate to address the uncertainties by a further proportionate adjustment, resulting in a usage factor of 0,8. This is considered to provide an appropriate margin to take account of these uncertainties and to address their statistical significance. This conclusion could be re-examined if a sufficient number of robust, independent data would be available.
- (10) Furthermore, and in agreement with the Applicant, the Commission finds it appropriate to address the shortcomings in the current assumptions relating to the operation of the cruise control by further adjusting the usage factor since coasting is deactivated when cruise control is activated. The Applicant has not provided any information on this aspect in their application. The Commission has identified that data is available from research in the US on cruise control usage. This shows that, when fitted, cruise control is used for about half of the distance travelled. This means that the usage factor should be halved in cases where cruise control is fitted.

The Applicant has confirmed this conclusion and therefore the usage factor is halved to a value of 0,4 when cruise control is fitted to the vehicle. This conclusion could be re-examined if a sufficient number of robust, independent data would be available.

- (11) Against this background, the Commission finds that the methodology provides accurate and reliable results that are reproducible by a third party with regard to the Porsche S-segment vehicles (sport coupé cars) referred to in the application.
- (12) Moreover, the Commission finds that the Applicant has demonstrated satisfactorily that the emission reduction achieved by the innovative technology is at least 1 g CO₂/km for the Porsche S-segment vehicles referred to in the application.
- (13) Since the effects of the coasting function are not covered by the CO₂ emissions type approval test referred to in Regulation (EC) No 715/2007 of the European Parliament and of the Council ⁽¹⁾ and Commission Regulation (EC) No 692/2008 ⁽²⁾, the Commission is satisfied that the Porsche coasting function is not covered by the standard test cycle.
- (14) The Commission finds that the verification report has been prepared by the TÜV Nord and that the report supports the findings set out in the application.
- (15) Therefore, the Commission finds that no objections should be raised as regards the approval of the innovative technology in question, provided the above specified conditions to ensure accountability and adjustments to the methodology are introduced.
- (16) For the purposes of determining the general eco-innovation code to be used in the relevant type-approval documents in accordance with Annexes I, VIII and IX to Directive 2007/46/EC of the European Parliament and of the Council ⁽³⁾, the individual code to be used for the innovative technology approved through this Decision should be specified,

HAS ADOPTED THIS DECISION:

Article 1

1. The Porsche AG coasting function intended for use in Porsche S-segment M1 vehicles (sports coupé) is approved as an innovative technology within the meaning of Article 12 of Regulation (EC) No 443/2009, provided that any of the following conditions is met:

- (a) the coasting function cannot be deactivated,
- (b) where the function has been otherwise deactivated, that it is automatically activated immediately after the deactivation event.

2. The CO₂ emissions reduction from the use of the coasting function referred to in paragraph 1 shall be determined using the methodology set out in the Annex. This reduction is differentiated between those vehicles which have cruise control and those that do not.

3. The individual eco-innovation code to be entered into type approval documentation to be used for the innovative technology approved through this Decision shall be '13'.

⁽¹⁾ Regulation (EC) No 715/2007 of the European Parliament and of the Council of 20 June 2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information (OJ L 171, 29.6.2007, p. 1).

⁽²⁾ Commission Regulation (EC) No 692/2008 of 18 July 2008 implementing and amending Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information (OJ L 199, 28.7.2008, p. 1).

⁽³⁾ Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (Framework Directive) (OJ L 263, 9.10.2007, p. 1).

Article 2

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

Done at Brussels, 10 July 2015.

For the Commission
The President
Jean-Claude JUNCKER

ANNEX

1. TESTING METHODOLOGY — INTRODUCTION

In order to determine the CO₂ reduction that can be attributed to the use of the Porsche AG 'coasting' technology it is necessary to establish all of the following:

- (1) the testing vehicles;
- (2) the testing procedure to define the modified testing condition (modified NEDC speed profile);
- (3) the testing procedure to be followed to determine the CO₂ emission of the eco-innovative vehicle under modified testing conditions;
- (4) the testing procedure to be followed to determine the CO₂ emission of the baseline vehicle under modified testing conditions;
- (5) the formulae to calculate the CO₂ savings;
- (6) the formulae to calculate the statistical error in the CO₂ savings.

1.1. THE TESTING VEHICLES

The following vehicles are to be provided:

- (a) eco-innovation vehicle: a vehicle with the innovative technology activated;
- (b) baseline vehicle: a vehicle with the innovative technology deactivated. If it is not possible to deactivate the technology, it has to be assured that the coasting function is not activated during the testing procedure.

1.2. THE TESTING PROCEDURE TO DETERMINE THE CO₂ EMISSION OF THE ECO-INNOVATIVE VEHICLE UNDER MODIFIED TESTING CONDITIONS (MODIFIED NEDC SPEED PROFILE) (E_{MC})

Measurement condition and procedure

The emissions of CO₂ and fuel consumption of the eco-innovative vehicles have to be measured in accordance with Annex 6 to UN/ECE Regulation No 101 ⁽¹⁾ (Method of measuring emissions of carbon dioxide and fuel consumption of vehicles powered by an internal combustion engine only). All of the following procedures shall be modified:

- 1.2.1. Preconditioning of the vehicle;
- 1.2.2. Definition of the coast down curve;
- 1.2.3. Generation of the modified NEDC speed profile;
- 1.2.4. Number of tests.

⁽¹⁾ [http://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1435246393829&uri=CELEX:42007X0619\(02\)](http://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1435246393829&uri=CELEX:42007X0619(02))

1.2.1. **Preconditioning of the vehicle**

One or more complete preconditioning NEDC tests shall be performed, with the innovative technology deactivated (or, when not possible, assuring that the coasting function is not in operation during the testing procedure), to reach the hot testing conditions of engine, motor and battery.

1.2.2. **Definition of the coast down curve**

The determination of the coast down curve in coasting mode is carried out on a single-roll dynamometer as described in the following compulsory steps:

- (a) performing dynamometer road load determination, according to the standard operating procedures;
- (b) bringing the car to operating temperature using the preconditioning procedure;
- (c) executing a coast down in coasting mode from 120 km/h to either a standstill or to the lowest possible coasting speed.

1.2.3. **Generation of the modified NEDC profile (mNEDC)**

1.2.3.1. *Assumptions*

- (a) The test sequence is composed of an urban cycle made of four elementary urban cycles and an extra-urban cycle.
- (b) All acceleration ramps are identical to the NEDC-profile.
- (c) All constant speed levels are identical to the NEDC-profile.
- (d) The deceleration within deceleration phases is equal to the ones within the NEDC-profile.
- (e) The speed and time tolerances shall be in accordance with paragraph 1.4 of Annex 7 to UN/ECE Regulation No 101.

1.2.3.2. *Constraints*

- (a) The deviation from the NEDC profile shall be minimised and the overall distance must comply with the NEDC specified tolerances.
- (b) The distance at the end of each deceleration phase of the mNEDC-profile shall be equal to the distances at the end of each deceleration phase of the NEDC-profile.
- (c) For all phases of acceleration, constant velocity and deceleration, standard NEDC tolerances shall be applied.
- (d) During coasting phases the internal combustion engine is decoupled and no active correction of the vehicles velocity trajectory is permitted.

1.2.3.3. *Defining the system boundaries*

- (a) Lower speed limit for coasting;

The coasting mode has to be disabled at a speed of 15 km/h by engaging the brake. At this point, a coast down curve is followed by a deceleration ramp as described for the NEDC-profile ($v_{\min}$ in Figure 1);

- (b) Minimal stop time;

The minimum time after every coasting deceleration to a standstill or constant speed phase is 2 seconds ($t_{\min}^{\text{stop}}$ in Figure 1);

- (c) Minimum time for constant speed phases;

The minimum time for constant speed phases after acceleration or coasting deceleration is 2 seconds ($t_{\min}^{\text{const}}$ in Figure 1). For technical reasons this value can be increased.

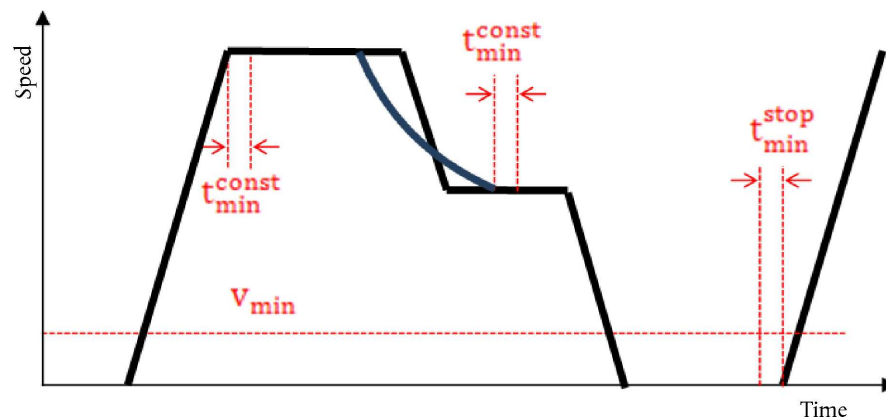


Figure 1

NEDC profile with system boundaries for coasting mode

1.2.4. Number of tests

The complete test procedure on the test bench shall be repeated at least three times. The arithmetic means of the CO_2 emission from the eco-innovation vehicle (E_{MC}) and the respective standard deviation of the arithmetic mean ($s_{E_{\text{MC}}}$) shall be calculated.

1.3. THE TESTING PROCEDURE TO DETERMINE THE CO_2 EMISSIONS OF THE BASELINE VEHICLE UNDER MODIFIED TESTING CONDITIONS (HOT START NEDC) ($B_{\text{T}_{\text{A}_{\text{hot}}}}$)

1.3.1. Measurement condition and procedure

The emissions of CO_2 and fuel consumption of the baseline vehicles have to be measured in accordance with Annex 6 of UN/ECE Regulation No 101 (Method of measuring emissions of carbon dioxide and fuel consumption of vehicles powered by an internal combustion engine only). Both of the following procedures shall be modified:

1.3.1.1. Preconditioning of the vehicle;

1.3.1.2. Number of tests.

1.3.1.1. Preconditioning of the vehicle

One or more complete preconditioning NEDC tests shall be performed, with the innovative technology deactivated (or, when not possible, assuring that the coasting function is not activated during the testing procedure), to reach the hot testing conditions of engine, motor and battery with regard to temperatures.

1.3.1.2. Number of tests

The complete test procedure on the test bench shall be repeated at least three times. The arithmetic means of the CO_2 emission from the eco-innovation vehicle ($B_{\text{T}_{\text{A}_{\text{hot}}}}$) and the respective standard deviation of the arithmetic mean ($S_{B_{\text{T}_{\text{A}_{\text{hot}}}}}$) shall be calculated.

1.4. THE FORMULAE TO CALCULATE THE CO₂ SAVINGS

To calculate the CO₂ savings of the eco-innovation, the following formula shall be used:

Formula 1

$$C_{CO_2} = (c \cdot B_{TA_{hot}} - E_{MC}) \cdot UF$$

Where:

C_{CO_2} : CO₂ savings [g CO₂/km];

c : Conversion parameter is 0,96;

$B_{TA_{hot}}$: Arithmetic means of the CO₂ emission of the baseline vehicle under modified testing conditions [g CO₂/km];

E_{MC} : Arithmetic means of the CO₂ emission of the eco-innovation vehicle under modified testing conditions [g CO₂/km];

UF : Usage factor of the coasting technology for the Porsche technology is 0,8; this value is representative only of the Porsche S-segment vehicles (sport coupé cars); where vehicles are fitted with cruise control this value is 0,4.

1.5. DETERMINING THE STATISTICAL SIGNIFICANCE OF THE RESULTS

The standard error of the total CO₂ saving shall not exceed 0,5 g CO₂/km and shall be calculated in accordance with the following formula:

Formula 2

$$S_{CO_2} \leq 0,5 \text{ g CO}_2/\text{km}$$

S_{CO_2} : Standard error of the total CO₂ saving [g CO₂/km],

In case this constraint is not fulfilled, further efforts, e.g. more or better performed measurements, shall be taken into account to reduce the uncertainty of the measurements.

The formula to calculate the standard error is

Formula 3

$$S_{CO_2} = \sqrt{(c \cdot UF \cdot s_{B_{TA_{hot}}})^2 + (UF \cdot s_{E_{MC}})^2 + [(c \cdot B_{TA_{hot}} - E_{MC}) \cdot s_{UF}]^2}$$

Where:

s_{CO_2} : Standard error of the total CO₂ saving [g CO₂/km];

c : Conversion parameter is 0,96;

$B_{TA_{hot}}$: Arithmetic means of the CO₂ emission of the baseline vehicle under modified testing conditions [g CO₂/km];

$s_{B_{TA_{hot}}}$: Standard deviation of the arithmetic mean of the CO₂ emission of the baseline vehicle under modified testing conditions [g CO₂/km];

- E_{MC} : Arithmetic means of the CO₂ emission of the eco-innovation vehicle under modified testing conditions [g CO₂/km];
- s_{EMC} : Standard deviation of the arithmetic mean of the CO₂ emission of the eco-innovation vehicle under modified testing conditions [g CO₂/km];
- UF: Usage factor of the coasting technology for the Porsche technology is 0,8; this value is representative only of the Porsche S-segment vehicles (sport coupé cars); where vehicles are fitted with cruise control this value is 0,4;
- s_{UF} : Standard deviation of the arithmetic mean of the usage factor, which is 0,024.

1.6. DEMONSTRATION THAT THE MINIMUM THRESHOLD OF 1 g CO₂/km IS EXCEEDED IN A STATISTICALLY SIGNIFICANT WAY

In order to demonstrate that the 1,0 g CO₂/km threshold is exceeded with a statistic relevance, the following formula shall be used:

Formula 4

$$MT = 1 \text{ g CO}_2/\text{km} \leq C_{\text{CO}_2} - s_{\text{CCO}_2}$$

Where:

MT: Minimum threshold [g CO₂/km];

C_{CO_2} : CO₂ savings [g CO₂/km];

s_{CCO_2} : Standard error of the total CO₂ saving [g CO₂/km].

Where the CO₂ emission savings, as a result of the calculation using Formula 4 are below the threshold specified in Article 9(1) of Implementing Regulation (EU) No 725/2011, the second subparagraph of Article 11(2) of that Regulation shall apply.

