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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.

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II

(Non-legislative acts)

REGULATIONS

COMMISSION DELEGATED REGULATION (EU) 2020/570

of 28 January 2020

amending and correcting Regulation (EU) No 748/2012 as regards the alignment of rules for continuing airworthiness of aircraft and aeronautical products, parts and appliances with Regulation (EU) No 1321/2014**(Text with EEA relevance)**

THE EUROPEAN COMMISSION,

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

Having regard to Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 ⁽¹⁾, and in particular Article 19(1) thereof,

Whereas:

- (1) Commission Regulation (EU) No 1321/2014 ⁽²⁾ has been amended ⁽³⁾ to establish more flexible requirements for the maintenance of light aircraft and to add safety risk management for organisations that manage the continuing airworthiness of aircraft operated by holders of an air operator certificate. As a consequence of that amendment the measures to be taken to ensure the continuing airworthiness of an aircraft, which were previously laid down in Annex I (Part-M) of Regulation (EU) No 1321/2014, are now laid down in Annex I (Part-M), Annex Vb (Part-ML), Annex Vc (Part-CAMO) and Annex Vd (Part-CAO) of that Regulation, in accordance to the type of aircraft and operation thereof.
- (2) Since the provisions relating to certificates of airworthiness, repair design approvals and permits to fly, laid down in Annex I (Part 21) to Commission Regulation (EU) No 748/2012 ⁽⁴⁾, only refer to Annex I (Part-M) to Regulation (EU) No 1321/2014, that Annex I (Part-21) to Commission Regulation (EU) No 748/2012 should be amended to adapt its provisions to the new structure of the Annexes to Regulation (EU) No 1321/2014.

⁽¹⁾ OJ L 212, 22.8.2018, p. 1.

⁽²⁾ Commission Regulation (EU) No 1321/2014 of 26 November 2014 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks (OJ L 362, 17.12.2014, p. 1).

⁽³⁾ Commission implementing Regulation (EU) 2019/1383 of 8 July 2019 amending and correcting Regulation (EU) No 1321/2014 as regards safety management systems in continuing airworthiness management organisations and alleviations for general aviation aircraft concerning maintenance and continuing airworthiness management (OJ L 228, 4.9.2019, p. 1).

⁽⁴⁾ Commission Regulation (EU) No 748/2012 of 3 August 2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations (OJ L 224, 21.8.2012, p. 1).

- (3) Point (b) of point 21.A.604 of Annex I to Regulation (EU) No 748/2012 may be understood that for the approval of design changes to Auxiliary Power Unit for applicants who do not hold a European Technical Standard Order Authorisation, as regards changes classified as minor, Subpart E of Annex I to Regulation (EU) No 748/2012 should be applied instead of Subpart D of Annex I to that Regulation. Therefore, Regulation (EU) No 748/2012 should be corrected to clarify that in those cases Subpart D of Annex I to that Regulation applies.
- (4) The requirements related to the production cut-off standard for aeroplane CO₂ emissions in point 21.A.165 of Subpart G of Annex I to Regulation (EU) No 748/2012 are not clearly stated and aligned with the same requirements in Subpart F of Annex I to that Regulation. Regulation (EU) No 748/2012 should therefore be corrected.
- (5) The provision in letter (c) of point 21.A.93 of Annex I to Regulation (EU) No 748/2012 refers to 'type-certificates or restricted type-certificates', whereas it should refer to 'changes to type-certificates or restricted type-certificates'. Regulation (EU) No 748/2012 should therefore be corrected.
- (6) The measures provided for in this Regulation are in accordance with Opinions 05/2016 ⁽⁵⁾ and 06/2016 ⁽⁶⁾ of the European Union Aviation Safety Agency submitted pursuant to Article 76(1) of Regulation (EU) 2018/1139,

HAS ADOPTED THIS REGULATION:

Article 1

Regulation (EU) No 748/2012 is amended and corrected as follows:

- (1) in Article 1(2), point (d) is deleted;
- (2) Annex I is amended in accordance with the Annex to this Regulation.

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*.

It shall apply from 24 March 2020.

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

Done at Brussels, 28 January 2020.

For the Commission

The President

Ursula VON DER LEYEN

⁽⁵⁾ Opinion 05/2016: Task force for the review of Part-M for General Aviation (PHASE II).

⁽⁶⁾ Opinion 06/2016: Embodiment of safety management system (SMS) requirements into Commission Regulation (EU) No 1321/2014 – SMS in Part-M.

ANNEX

Annex I (Part 21) to Regulation (EU) No 748/2012 is amended as follows:

- (1) in the table of contents the reference to Appendix II is replaced by the following:
‘Appendix II – EASA Form 15a and 15c – Airworthiness Review Certificate’;
 - (2) in point 21.A.93, point (2) of point (c) is replaced by the following:
‘2. apply for an extension of the time period provided for in the first sentence of point (c) for the original application and propose a new date for the issuance of the approval. In that case, the applicant shall comply with the type-certification basis, operational suitability data certification basis and environmental protection requirements, as established by the Agency in accordance with point 21.A.101 and notified in accordance with point 21.B.105, for a date to be selected by the applicant. However, that date shall not precede the new date proposed by the applicant for the issuance of the approval by more than five years for an application for a change to type-certificate or restricted type-certificate for a large aeroplane or a large rotorcraft, and by more than three years for an application for any other change to type-certificate or restricted type certificate.’;
 - (3) in point 21.A.165, point (3) of point (c) is replaced by the following:
‘3. Additionally, in the case of environmental requirements determine that:
 - (i) the completed engine is in compliance with the applicable engine exhaust emissions requirements on the date of manufacture of the engine: and
 - (ii) the completed aeroplane is in compliance with the applicable CO₂ emissions requirements on the date its first certificate of airworthiness is issued.’;
 - (4) in point 21.A.174, point (3) of point (b) is replaced by the following:
‘3. with regard to used aircraft originating from:
 - (i) a Member State, an airworthiness review certificate issued in accordance with Annex I (Part-M) or Annex Vb (Part-ML) to Commission Regulation (EU) No 1321/2014 (*);
 - (ii) a third country:
 - a statement by the competent authority of the State where the aircraft is, or was, registered, reflecting the airworthiness status of the aircraft on its register at the time of transfer,
 - a weight and balance report with a loading schedule,
 - the flight manual when such a manual is required by the airworthiness code for the aircraft,
 - historical records to establish the production, modification and maintenance standard of the aircraft, including all limitations associated with a restricted certificate of airworthiness issued in accordance with point 21.B.327,
 - a recommendation for the issuance of a certificate of airworthiness or restricted certificate of airworthiness and for an airworthiness review certificate pursuant to an airworthiness review in accordance with Annex I (Part-M) or Annex Vb (Part-ML) to Regulation (EU) No 1321/2014.;
- (*) Commission Regulation (EU) No 1321/2014 of 26 November 2014 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks (OJ L 362, 17.12.2014, p. 1).’;
- (5) in point 21.A.179, point (i) of point (a)(2) is replaced by the following:
‘(i) upon presentation of the former certificate of airworthiness and of a valid airworthiness review certificate issued in accordance with Annex I (Part-M) or Annex Vb (Part-ML) of Regulation (EU) No 1321/2014.’;
 - (6) in point 21.A.441, point (a) is replaced by the following:
‘(a) the embodiment of a repair shall be made in accordance with Annex I (Part-M), Annex II (Part-145), Annex Vb (Part-ML) or Annex Vd (Part-CAO) of Regulation (EU) No 1321/2014, or by a production organisation approved in accordance with Subpart G of this Annex, in accordance with the privilege provided for in point 21.A.163(d).’;

- (7) in point 21.A.604, point (b) is replaced by the following:
- ‘(b) by way of derogation from point 21.A.611, the requirements of Subpart D shall apply to the approval of design changes by the APU ETSO authorisation holder and design changes from other applicants classified as a minor change, and the requirements of Subpart E shall apply to the approval of design changes by other applicants classified as a major change. Where the requirements of Subpart E apply, a separate ETSO authorisation shall be issued instead of a supplemental type certificate; and’;
- (8) in point 21.A.711, point (d) is replaced by the following:
- ‘(d) An approved organisation may issue a permit to fly (EASA Form 20b, see Appendix IV) under the privilege granted in accordance with point CAMO.A.125 of Annex Vc (Part-CAMO) of Regulation (EU) No 1321/2014 or point CAO.A.095 of Annex Vd (Part-CAO) of Regulation (EU) No 1321/2014, when the flight conditions referred to in point 21.A.708 of this Annex have been approved in accordance with point 21.A.710 of this Annex’;
- (9) in point 21.B.325, point (c) is replaced by the following:
- ‘(c) for a new aircraft or used aircraft originating from a non-member State, in addition to the appropriate airworthiness certificate referred to in point (a) or (b), the competent authority of the Member State of registry shall issue an initial airworthiness review certificate (EASA Form 15a or 15c, see Appendix II).’;
- (10) in point 21.B.326, point (iii) of point (b)(1) is replaced by the following:
- ‘(iii) the aircraft has been inspected in accordance with the provisions of Annex I (Part-M) or Annex Vb (Part-ML) of Regulation (EU) No 1321/2014, as appropriate.’;
- (11) in point 21.B.327, point (C) of point (a)(2)(i) is replaced by the following:
- ‘(C) the aircraft has been inspected in accordance with the provisions of Annex I (Part-M) or Annex Vb (Part-ML) of Regulation (EU) No 1321/2014, as appropriate.’;
- (12) in the list of Appendices ‘EASA FORMS’ the reference to ‘Appendix II – EASA Form 15a Airworthiness Review Certificate’ is replaced by the following:
- ‘Appendix II – EASA Form 15a and 15c – Airworthiness Review Certificate’;
- (13) Appendix II is replaced by the following:

Appendix II

EASA Form 15a – Airworthiness Review Certificate

[MEMBER STATE]

A Member State of the European Union (*)

AIRWORTHINESS REVIEW CERTIFICATE (ARC)

ARC reference:

Pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council the [COMPETENT AUTHORITY OF THE MEMBER STATE] hereby certifies that the following aircraft:

Aircraft manufacturer:

Manufacturer's designation:

Aircraft registration:

Aircraft serial number:

is considered airworthy at the time of the review.

Date of issue: Date of expiry:

Airframe flight hours (FH) at date of issue (**):

Signed: Authorisation No:

1st extension: The aircraft has remained in a controlled environment in accordance with point M.A.901 of Annex I (Part-M) to Commission Regulation (EU) No 1321/2014 for the last year. The aircraft is considered to be airworthy at the time of the issuance of this certificate.

Date of issue: Date of expiry:

Airframe flight hours (FH) at date of issue (**):

Signed: Authorisation No:

Company name: Approval reference:

2nd extension: The aircraft has remained in a controlled environment in accordance with point M.A.901 of Annex I (Part-M) to Commission Regulation (EU) No 1321/2014 for the last year. The aircraft is considered to be airworthy at the time of the issuance of the certificate.

Date of issue: Date of expiry:

Airframe flight hours (FH) at date of issue (**):

Signed: Authorisation No:

Company name: Approval reference:

EASA Form 15a – Issue 5

(*) Delete for non-EU Member States.

(**) Except for airships.

EASA Form 15c – Airworthiness review certificate

AIRWORTHINESS REVIEW CERTIFICATE (ARC) (for aircraft complying with Part-ML)

ARC reference:

Pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council:

[NAME OF THE COMPETENT AUTHORITY]

or

[NAME OF APPROVED ORGANISATION, ADDRESS and APPROVAL REFERENCE]

or

[FULL NAME OF THE CERTIFYING STAFF AND PART-66 LICENCE NUMBER (OR NATIONAL EQUIVALENT)]

hereby certifies that it has performed an airworthiness review in accordance with Regulation (EU) No 1321/2014 on the following aircraft:

Aircraft manufacturer: Manufacturer's designation:

Aircraft registration: Aircraft serial number:

and this aircraft is considered airworthy at the time of the review.

Date of issue: Date of expiry:

Airframe flight hours (FH) at date of review (*):

Signed: Authorisation No (if applicable):

1st extension: The aircraft complies with the conditions of point ML.A.901(c) of Annex Vb (Part-ML)

Date of issue: Date of expiry:

Airframe flight hours (FH) at date of issue (*):

Signed: Authorisation No:

Company name: Approval reference:

2nd extension: The aircraft complies with the conditions of point ML.A.901(c) of Annex Vb (Part-ML)

Date of issue: Date of expiry:

Airframe flight hours (FH) at date of issue (*):

Signed: Authorisation No:

Company name: Approval reference:

(*) Except for balloons and airships.

COMMISSION IMPLEMENTING REGULATION (EU) 2020/571**of 24 April 2020****amending Implementing Regulation (EU) 2019/1198 imposing a definitive anti-dumping duty on imports of ceramic tableware and kitchenware originating in the People's Republic of China, as amended by Implementing Regulation (EU) 2019/2131 and repayment of duties collected**

THE EUROPEAN COMMISSION,

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

Having regard to Regulation (EU) 2016/1036 of the European Parliament and of the Council of 8 June 2016 on protection against dumped imports from countries not members of the European Union ⁽¹⁾ ('the basic Regulation'), and in particular Article 14(1) thereof,

Whereas:

A. PROCEDURE

- (1) By Council Implementing Regulation (EU) No 412/2013 ⁽²⁾ definitive anti-dumping duties were imposed on imports of ceramic tableware and kitchenware originating in the People's Republic of China. Following an expiry review investigation pursuant to Article 11(2) of the basic Regulation, the Commission prolonged the measures by Commission Implementing Regulation (EU) 2019/1198 ⁽³⁾ ('the measures in force'). Subsequently, following an anti-circumvention investigation the Commission decided, by Commission Implementing Regulation (EU) 2019/2131 ⁽⁴⁾, to make several companies previously subject to an individual dumping duty rate of 17,9 % subject to the duty rate of 36,1 % applicable to 'all other companies' and repeal their individual TARIC additional code.
- (2) By Article 1(2) of Implementing Regulation (EU) 2019/2131 the TARIC additional code B632, which had been attributed to the company Liling Jiaying Ceramic Industrial Co., Ltd. ('Jiaying') was replaced with the TARIC additional code B999. The Commission repealed the individual TARIC additional code based on a relationship with another company, having TARIC additional code B610, which had been found to circumvent ⁽⁵⁾. As a consequence, imports of ceramic tableware and kitchenware produced by Jiaying became subject to the duty rate of 36,1 % applicable to 'all other companies' as of the entry into force of Implementing Regulation (EU) 2019/2131. Following the publication thereof, Jiaying alleged that it had not been properly informed on the Commission's intention to change its individual duty rate and make it subject to the duty rate applicable to all other companies. Jiaying argued that it had therefore been unable to fully and effectively exercise the right of defence. Moreover, it submitted evidence that it was not anymore related to the company with TARIC additional code B610.
- (3) In this respect, the Commission acknowledged that Jiaying had not been put in a position to effectively exercise its right of defence and that there was no relationships with any other company found to be circumventing. Therefore, the outcome of the investigation vis-à-vis Jiaying would had been different had it been given the opportunity to fully exercise its rights of defence during the anti-circumvention investigation.
- (4) Accordingly, it is appropriate to amend Implementing Regulation (EU) 2019/1198, as amended by Implementing Regulation (EU) 2019/2131, and to reattribute the TARIC additional code B632 to Liling Jiaying Ceramic Industrial Co., Ltd., whose imports should have kept being subject to a duty rate of 17,9 %.

⁽¹⁾ OJ L 176, 30.6.2016, p. 21.

⁽²⁾ OJ L 131, 15.5.2013, p. 1.

⁽³⁾ OJ L 189, 15.7.2019, p. 8.

⁽⁴⁾ OJ L 321, 12.12.2019, p. 139.

⁽⁵⁾ Implementing Regulation (EU) 2019/2131, recitals (20) and (21).

B. RETROACTIVE APPLICATION

- (5) Imports from Jiaxing to the Union have been subject to a duty rate of 36,1 % since the 13 December 2019 when Implementing Regulation (EU) 2019/2131, amending Implementing Regulation (EU) 2019/1198, entered into force. As explained in recitals (3) and (4) above, those imports would have been subject to a duty rate of 17,9 % had Jiaxing been put in a position to effectively exercise its rights. Therefore, it is considered appropriate that TARIC additional code B632, subject to a duty rate of 17,9 %, should be applied to the company Liling Jiaxing Ceramic Industrial Co., Ltd. retroactively as from the date of the entry into force of Implementing Regulation (EU) 2019/2131.
- (6) It follows that the amount of definitive duties paid pursuant to Implementing Regulation (EU) 2019/1198, as amended by Implementing Regulation (EU) 2019/2131 for imports from Jiaxing in excess of the duty rate of 17,9 % shall be repaid or remitted.
- (7) The measures provided for in this Regulation are in accordance with the opinion of the Committee established by Article 15(1) of Regulation (EU) 2016/1036,

HAS ADOPTED THIS REGULATION:

Article 1

In Annex I to Implementing Regulation (EU) 2019/1198, as amended by Implementing Regulation (EU) 2019/2131, the following company is reinstated to the list of cooperating Chinese exporting producers not sampled:

Company	TARIC Additional Code
Liling Jiaxing Ceramic Industrial Co., Ltd.	B632'

Article 2

The amount of definitive duties paid pursuant to Implementing Regulation (EU) 2019/1198 in excess of the definitive anti-dumping duty established in Article 1 shall be repaid or remitted.

Repayment and remission shall be requested from national customs authorities in accordance with applicable customs legislation within a period as set out in Article 121 of Regulation (EU) No 952/2013 of the European Parliament and of the Council ⁽⁶⁾.

When an amount is to be reimbursed, the interest to be paid should be the rate applied by the Central European Bank to its principal refinancing operations, as published in the C series of the *Official Journal of the European Union* in the first calendar day of each month.

Article 3

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

It shall apply retroactively as from 13 December 2019.

⁽⁶⁾ OJ L 269, 10.10.2013, p. 1.

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

Done at Brussels, 24 April 2020.

For the Commission
The President
Ursula VON DER LEYEN

COMMISSION IMPLEMENTING REGULATION (EU) 2020/572**of 24 April 2020****on the reporting structure to be followed for railway accident and incident investigation reports****(Text with EEA relevance)**

THE EUROPEAN COMMISSION,

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

Having regard to Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 on railway safety ⁽¹⁾, and in particular Article 24(2) thereof,

Whereas:

- (1) Directive (EU) 2016/798 provides a framework to ensure that the results of accident and incident investigations are disseminated by the national investigating bodies (NIBs) in charge of reporting on rail accident and incident investigation across the Union, in accordance with its Article 22.
- (2) The reports on investigations and any findings and subsequent recommendations provide crucial information for the future improvement of rail safety in the Single European Rail Area. In accordance with Article 26 of the Directive (EU) 2016/798, safety recommendations have to be acted upon by the addressees and actions reported back to the investigating body.
- (3) A common structure of the investigation report should facilitate sharing the reports. To this end a public database managed under the responsibility of the European Union Agency for Railways was established in accordance with Article 37(3)(e) of Regulation (EU) 2016/796 of the European Parliament and of the Council ⁽²⁾, and is accessible through the Agency.
- (4) To facilitate the access to useful information and its application to other European stakeholders, some parts of the report are requested in two European languages.
- (5) The structure should protect the NIB from external interferences, guarantee that the investigation has been carried in an independent manner in accordance with Article 21(4) of the Directive (EU) 2016/798.
- (6) Safety accident and incident investigation reports should ensure that lessons are learned from past accidents and incidents. They should facilitate the identification of safety hazards and elimination of similar safety risk in the future and allow actors in the rail sector to review their assessment of the risks related to their operations and update their safety management systems where necessary, including where applicable to adopt corrective measures, pursuant to point 7.1.3 of Annex I and point 7.1.3 of Annex II to Commission Delegated Regulation (EU) 2018/762 ⁽³⁾. For this purpose the information contained in such reports should be structured to be easily accessible.
- (7) The European Union Agency for Railways (the 'Agency'), which collects the reports, should maintain the appropriate informatics tool providing an easy retrieval, tailored on the specific needs of the user (e.g. using keywords).
- (8) The measures provided for in this Regulation are in accordance with the opinion of the Committee referred to in Article 28(1) of Directive (EU) 2016/798,

⁽¹⁾ OJ L 138, 26.5.2016, p. 102.

⁽²⁾ Regulation (EU) 2016/796 of the European Parliament and of the Council of 11 May 2016 on the European Union Agency for Railways and repealing Regulation (EC) No 881/2004 (OJ L 138, 26.5.2016, p. 1).

⁽³⁾ Commission Delegated Regulation (EU) 2018/762 of 8 March 2018 establishing common safety methods on safety management system requirements pursuant to directive (EU) 2016/798 of the European Parliament and of the Council and repealing Commission Regulation (EU) No 1158/2010 and (EU) No 1169/2010 (OJ L 129, 25.5.2018, p. 26).

HAS ADOPTED THIS REGULATION:

Article 1

Subject matter and scope

This Regulation lays down a common reporting structure for the accident and incident investigations referred to in Article 20(1) and (2) of Directive (EU) 2016/798.

Article 2

Definitions

For the purpose of this Regulation the following definitions apply:

- (1) ‘causal factor’ means any action, omission, event or condition, or a combination thereof that if corrected, eliminated, or avoided would have prevented the occurrence, in all likelihood;
- (2) ‘contributing factor’ means any action, omission, event or condition that affects an occurrence by increasing its likelihood, accelerating the effect in time or increasing the severity of the consequences, but the elimination of which would not have prevented the occurrence;
- (3) ‘systemic factor’ means any causal or contributing factor of an organisational, managerial, societal or regulatory nature that is likely to affect similar and related occurrences in the future, including, in particular the regulatory framework conditions, the design and application of the safety management system, skills of the staff, procedures and maintenance.

Article 3

Reporting structure

Without prejudice to the provisions of Articles 20, 24(1) and (2) of Directive (EU) 2016/798, the investigation reports shall be issued following the structure, as closely as possible, as set out in Annex I.

Points 1, 5 and 6 of the Annex I shall be written in a second official European language. This translation should be available no later than 3 months after the delivery of the report.

The reports shall be made available to the Agency in a digital format allowing access to it, its digital indexation and analysis.

Article 4

Transition

With regard to accidents and incidents for which a decision to launch the investigations has already been taken in accordance with Article 22(3) of Directive (EU) 2016/798 at the time of entry into force of this Regulation, the investigation body may decide whether to follow the reporting structure as set out in Annex I, or to follow that of Annex V to Directive 2004/49/EC of the European Parliament and of the Council ⁽⁴⁾.

Article 5

Entry into force and application

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

⁽⁴⁾ Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 on safety on the Community's railways and amending Council Directive 95/18/EC on the licensing of railway undertakings and Directive 2001/14/EC on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification (Railway Safety Directive) (OJ L 164, 30.4.2004, p. 44).

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

Done at Brussels, 24 April 2020.

For the Commission
The President
Ursula VON DER LEYEN

ANNEX

The structure to follow on the reporting

According to Article 24(1) of Directive (EU) 2016/798, accident and incident reports shall follow as closely as possible the structure here established, adapted to the type and seriousness of the accident or incident. This includes input, in principle, to all titles 1 to 6 including their subtitles in letters, where relevant. Where no relevant information is available or not required due to the circumstances of the occurrence, the statement 'not applicable' shall be introduced for the corresponding titles or subtitles, identifying them as not being considered relevant in the context of this investigation. The statement can be done in an aggregated manner either at the beginning or at the end of the relevant title or subtitle.

1. Summary

The summary is an integral part of the report and shall be self-explanatory so that it can be read without further context.

It shall provide an outline of the basic facts of the occurrence: a short description of the accident or incident; when, where and how it happened; and a conclusion on its causes and consequences. The summary shall refer to all factors (causal, contributing and/or systemic) identified by the investigation. Where applicable, the summary shall list the safety recommendations and their addressees.

2. The investigation and its context

This part of the report shall give the objectives and the context of the investigation. It shall make reference to any factors such as delays that might have detrimental impact or otherwise influence the investigation or its conclusions.

1.	The decision to establish an investigation:	
2.	The motivation to the decision to establish an investigation, e.g. by reference to Art. 20.1 (serious accident) or Art. 20 (2) a) – d):	
3.	The scope and limits of the investigation including a justification thereof, as well as an explanation of any delay that are considered a risk or other impact to the conduct of the investigation or its conclusions:	<i>Information on scope and limits may further be detailed under point 4.</i>
4.	An aggregated description of the technical capabilities and the functions in the team of investigators. This includes those belonging to other investigation bodies or external parties involved, as well as evidence for their independence from parties involved in the occurrence:	<i>If anonymity is granted to persons or entities please clarify.</i>
5.	A description of the communication and consultation process established with persons or entities involved in the occurrence during the investigation and in relation to the information provided:	<i>If anonymity is granted to persons or entities please clarify.</i>
6.	A description of the level of cooperation offered by the entities involved:	<i>If anonymity is granted to persons or entities please clarify.</i>
7.	A description of the investigation methods and techniques as well as analysis methods applied to establish the facts and findings referred to in the report. The facts shall at least establish: — events and conditions that led to the occurrence; — any precursors that led to the above; — instructions, mandatory procedures, feedback mechanisms and/or control mechanisms that led to the occurrence or otherwise played a role regarding it.	<i>e.g. interviews, access to documentation and recordings on the operating system,</i>

8.	A description of the difficulties and specific challenges encountered during the investigation.	
9.	Any interaction with the judicial authorities, where appropriate	
10.	Where appropriate, any other information relevant in the context of the investigation.	

3. Description of the occurrence

This part of the report shall contain a detailed description of the occurrence mechanism, based on the information collected during the investigation carried out.

(a) The occurrence and background information:

1.	The description of the occurrence type:	
2.	The date, exact time and location of the occurrence:	
3.	The description of the occurrence site, including weather and geographical conditions at the moment of the occurrence and if any works were carried out at or in the vicinity of the site:	
4.	Deaths, injuries and material damage: — passengers, employees or contractors, level crossing users, trespassers, other persons at a platform, other persons not at a platform, — cargo, luggage and other property, — rolling stock, infrastructure and the environment.	<i>If anonymity is granted to persons or entities please clarify.</i>
5.	The description of other consequences, including the impact of the occurrence in the regular operations of the actors involved:	
6.	The identification of the persons, their functions, and entities involved, including possible interfaces to contractors and/or other relevant parties:	<i>If anonymity is granted to persons or entities please clarify.</i>
7.	The description and identifiers of train(s) and their composition including the rolling stock involved and their registration numbers:	
8.	A description of the relevant parts of the infrastructure and signalling system – track type, switch, interlocking, signal, train protection systems:	
9.	Where appropriate, and any other information relevant for the purpose of the description of the occurrence and background information:	

(b) The factual description of the events:

1.	The proximate chain of events leading up to the occurrence, including: — actions taken by persons involved, — the functioning of rolling stock and technical installations, — the functioning of the operating system:	<i>e.g. starting point of a train ride, beginning of the shift of an involved staff member e.g. measures taken by staff for traffic control and signalling, exchange of verbal messages and written orders in connection with the occurrence</i>
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		<i>e.g. signalling and control command system, infrastructure, communications equipment, rolling stock, maintenance, etc.</i>
2.	The chain of events from the occurrence until the end of the actions of the rescue services, including: — measures taken to protect and safeguard the site of the occurrence, — the efforts of the rescue and emergency services.	<i>e.g. trigger of the railway emergency plan, trigger of the emergency plan of the public rescue services, the police and the medical services and its chain of events</i>

4. Analysis of the occurrence, where necessary in respect of individual contributing factors

This part of the report shall analyse the established facts and findings (i.e. performance of operators, rolling stock and/or technical installations) which caused the occurrence. The analysis shall lead to the identification of the safety critical factors that caused or otherwise contributed to the occurrence, including facts identified as precursors. An accident or incident may be caused by causal, systemic and contributing factors which are equally important and should be considered during an investigation.

The analysis may be extended to conditions, feedback mechanisms and/or control mechanisms throughout the entire railway system that were identified as actively influencing the development of similar occurrences. This could comprise the functioning of safety management systems of involved parties and regulatory activities covering certification and supervision.

The following items shall be covered for each of the identified events or factors (causal or contributing) that appear safety critical, in line with the flexibility offered by the structure (see above).

(a) Roles and duties

Without prejudice to Article 20(4) of Directive (EU) 2016/798 this part of the report shall lead to the identification and analysis of roles and duties of individual persons and entities, including if necessary relevant staff and their defined tasks and functions, identified as having been involved in the occurrence in a safety critical manner, or any activity leading to it.

1.	Railway undertaking(s) and/or infrastructure manager(s):	<i>If anonymity is granted to persons or entities please clarify.</i>
2.	The entity/entities in charge of maintenance, the maintenance workshops, and/or any other maintenance suppliers:	<i>If anonymity is granted to persons or entities please clarify.</i>
3.	Manufacturers of rolling stock or other supplier of rail products:	<i>If anonymity is granted to persons or entities please clarify.</i>
4.	National safety authorities and/or the European Union Agency for Railways:	<i>If anonymity is granted to persons or entities please clarify.</i>
5.	Notified bodies, designated bodies and/or risk assessment bodies:	<i>If anonymity is granted to persons or entities please clarify.</i>
6.	Certification bodies of entities in charge of maintenance mentioned under 2:	<i>If anonymity is granted to persons or entities please clarify.</i>
7.	Any other person or entity relevant to the occurrence, documented or not in one of the relevant safety management systems or referred to in a register or relevant legal framework:	<i>If anonymity is granted to persons or entities please clarify e.g. keepers of vehicles, terminal providers, loaders or fillers</i>

(b) *Rolling stock and technical installations*

Causal factors to or the consequences of an occurrence that were identified as relating to the condition of rolling stock or technical installations, including possible contributing factors related to activities and decisions, such as:

1.	Stemming from the design of the rolling stock, railway infrastructure or technical installations:	
2.	Stemming from the installation and taking into service of the of rolling stock, railway infrastructure or technical installation:	
3.	Laying with the manufacturers or other supplier of rail products:	
4.	Stemming from the maintenance and/or the modification of the rolling stock or technical installations:	
5.	Laying with the entity in charge of maintenance, the maintenance workshops and other maintenance suppliers:	
6.	And any other factors or consequences considered relevant for the purpose of the investigation:	

(c) *Human factors*

Where causal or contributing factors or the consequences of an occurrence were related to human actions, attention shall be paid to the particular circumstances and the manner in which routine activities are performed by staff during normal operations and the human and organisational factors that may influence actions and/or decisions, including:

1.	Human and individual characteristics: (a) training and development, including skills and experience, (b) medical and personal circumstances with influence on the occurrence, including existence of physical or psychological stress, (c) fatigue, (d) motivation and attitude.	
2.	Job factors (a) task design, (b) design of equipment with impact on the man-machine interface, (c) the means of communication, (d) practices and processes, (e) operating rules, local instructions, staff requirements, maintenance prescriptions and applicable standards, (f) working time of the staff involved, (g) risk handling practices (h) context, machinery, equipment and instructions shaping work practices.	
3.	Organisational factors and assignments: (a) workforce planning and workload, (b) communications, information and team working, (c) recruitment and selection, resources, (d) performance management and supervision, (e) compensation (remuneration), (f) leadership, power issues, (g) organisational culture, (h) legal issues (incl. relevant EU and national rules and regulations), (i) the regulatory framework conditions and the application of the safety management system.	

4.	Environmental factors: (a) working conditions (noise, lighting, vibrations, ...), (b) weather and geographical conditions, (c) works carried out at or in the vicinity of the site.	
5.	And any other factor relevant for the purpose of the investigation in the above points (1),(2),(3),(4):	

(d) *Feedback and control mechanisms, including risk and safety management as well as monitoring processes*

1.	The relevant regulatory framework conditions:	
2.	The processes, the methods, the content and the results of risk assessment and monitoring activities, performed by any of the involved actors: railway undertakings, infrastructure managers, entities in charge of maintenance, maintenance workshops, other maintenance providers, manufacturers and any other actors, and the independent assessment reports referred in Article 6 of Implementing Regulation (EU) No 402/2013 ⁽¹⁾ :	
3.	The safety management system of the involved railway undertaking(s) and infrastructure manager(s) including the basic elements stated in Article 9(3) of Directive (EU) 2016/798 and any EU legal implementing acts:	
4.	The management system of the entity/entities in charge of maintenance and maintenance workshops including the functions stated in the Article 14(3) and Annex III of Directive (EU) 2016/798 and any subsequent implementing acts:	
5.	The results of supervision performed by the national safety authorities in accordance with Article 17 of Directive (EU) 2016/798:	
6.	The authorisations, certificates and assessment reports granted by the Agency, the National Safety Authorities or other conformity assessment bodies: — Safety authorisation/safety certificates of the involved infrastructure manager(s) and railway undertaking(s), — Authorisations for the placing in service of fixed installations and vehicles authorisations for placing on the market, — Entity in charge of maintenance and maintenance workshops (incl. certification).	
7.	Other systemic factors:	

⁽¹⁾ Implementing Regulation (EU) No 402/2013 of 30 April 2013 on the common safety method for risk evaluation and assessment and repealing Regulation (EC) No 352/2009 (OJ L 121, 3.5.2013, p. 8).

(e) *Previous occurrences of a similar character, if available.*

5. Conclusions

The conclusions shall contain:

(a) *A summary of the analysis and conclusions with regard to the causes of the occurrence*

The conclusions shall summarise the identification of the causal and contributing factors to the occurrence, including both immediate and deeper systemic factors, as well as missing or inadequate safety measures for which compensatory measures are recommended. Moreover, it shall refer to the capability of the involved organisations to address this via their safety management systems, in order to prevent future accidents and incidents.

(b) *Measures taken since the occurrence*

(c) *Additional observations:*

Safety issues identified during the investigation, but without relevance to the conclusions on causes and consequences of an occurrence.

6. **Safety recommendations**

Where appropriate this part of the report shall set out safety recommendations for the sole aim to prevent similar occurrences in the future.

The absence of recommendations shall be explained.

Safety recommendations shall be based on established facts and additional observations thereof, as well as their analysis leading to conclusions on safety relevant causes and consequences of an occurrence.

Safety recommendations may also be issued in relation to additional observations in no causal or contributing context to the occurrence.

COMMISSION IMPLEMENTING REGULATION (EU) 2020/573
of 24 April 2020
fixing the import duties in the cereals sector applicable from 27 April 2020

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⁾, and in particular Article 183 thereof,

Whereas:

- (1) Article 1(1) of Commission Regulation (EU) No 642/2010 ⁽²⁾ states that the import duty on products falling within CN codes 1001 11 00, 1001 19 00, ex 1001 91 20 (common wheat seed), ex 1001 99 00 (high-quality common wheat other than seed), 1002 10 00, 1002 90 00, 1005 10 90, 1005 90 00, 1007 10 90 and 1007 90 00 is to be equal to the intervention price valid for such products on importation and increased by 55%, minus the cif import price applicable to the consignment in question. However, that duty may not exceed the rate of duty in the Common Customs Tariff.
- (2) Article 1(2) of Regulation (EU) No 642/2010 lays down that, for the purposes of calculating the import duty referred to in paragraph 1 of that Article, representative cif import prices are to be established on a regular basis for the products referred to in that paragraph.
- (3) Under Article 2(1) of Regulation (EU) No 642/2010, the import price to be used for the calculation of the import duty on products referred to in Article 1(1) of that Regulation is the daily cif representative import price determined using the method provided for in Article 5 of that Regulation.
- (4) From 21 September 2017 the import duty on products originating in Canada and falling within CN codes 1001 11 00, 1001 19 00, ex 1001 99 00 (high quality common wheat other than seed), 1002 10 00 and 1002 90 00 is to be calculated in accordance with Article 2(5) of Regulation (EU) No 642/2010.
- (5) Import duties should be fixed for the period from 27 April 2020 and should apply until a new import duty is fixed and enters into force.
- (6) Under Article 2(2) of Regulation (EU) No 642/2010, this Regulation should enter into force on the day of its publication,

HAS ADOPTED THIS REGULATION:

Article 1

From 27 April 2020, the import duties in the cereals sector referred to in Article 1(1) of Regulation (EU) No 642/2010 shall be those fixed in Annex I to this Regulation on the basis of the information contained in Annex II 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*.

⁽¹⁾ OJ L 347, 20.12.2013, p. 671.

⁽²⁾ Commission Regulation (EU) No 642/2010 of 20 July 2010 on rules of application (cereal sector import duties) for Council Regulation (EC) No 1234/2007 (OJ L 187, 21.7.2010, p. 5).

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

Done at Brussels, 24 April 2020.

*For the Commission,
On behalf of the President,
Wolfgang BURTSCHER
Director-General
Directorate-General for Agriculture and Rural
Development*

ANNEX I

Import duties on the products referred to in Article 1(1) of Regulation (EU) No 642/2010 applicable from 27 April 2020

CN code	Description of goods	Import duties ⁽¹⁾ ⁽²⁾ (EUR/tonne)
1001 11 00	Durum wheat seed	0,00
1001 19 00	High-quality durum wheat, other than seed	0,00
	Medium-quality, other than seed	0,00
	Low-quality, other than seed	0,00
Ex10 01 91 20	Common wheat seed	0,00
Ex10 01 99 00	High-quality common wheat, other than seed	0,00
1002 10 00	Rye seed	5,27
1002 90 00	Rye, other than seed	5,27
1005 10 90	Maize seed, other than hybrid	5,27
1005 90 00	Maize, other than seed ⁽³⁾	5,27
1007 10 90	Grain sorghum, other than hybrids for sowing	5,27
1007 90 00	Grain sorghum, other than seed	5,27

⁽¹⁾ The importer may benefit, under Article 2(4) of Regulation (EU) No 642/2010, from a reduction in the duty of:

- EUR 3/tonne, where the port of unloading is located on the Mediterranean Sea (beyond the Strait of Gibraltar) or on the Black Sea and where the goods arrive in the Union via the Atlantic Ocean or the Suez Canal,
- EUR 2/tonne, where the port of unloading is located in Denmark, Estonia, Ireland, Latvia, Lithuania, Poland, Finland, Sweden, the United Kingdom or on the Atlantic coast of the Iberian Peninsula and where the goods arrive in the Union via the Atlantic Ocean.

⁽²⁾ For products originating in Canada and falling within CN codes 1001 11 00, 1001 19 00, ex 1001 99 00 (high-quality common wheat other than seed), 1002 10 00 and 1002 90 00, the duty is calculated in accordance with Article 2(5) of Regulation (EU) No 642/2010.

⁽³⁾ The importer may benefit from a flat-rate reduction of EUR 24/tonne where the conditions laid down in Article 3 of Regulation (EU) No 642/2010 are met.

ANNEX II

Factors for calculating the duties laid down in Annex I

1. Averages over the reference period referred to in Article 2(2) of Regulation (EU) No 642/2010:

(EUR/tonne)		
	Common wheat ⁽¹⁾	Maize
Exchange	Minneapolis	Chicago
Quotation	187,231	116,272
Gulf of Mexico premium	-	23,784
Great Lakes premium	40,454	-
⁽¹⁾ Premium of 14 EUR/t incorporated (Article 5(3) of Regulation (EU) No 642/2010).		

2. Averages over the reference period referred to in Article 2(2) of Regulation (EU) No 642/2010:

Freight costs: Gulf of Mexico-Rotterdam:	11,705
Freight costs: Great Lakes-Rotterdam:	38,841

DECISIONS

COMMISSION IMPLEMENTING DECISION (EU) 2020/574

of 24 April 2020

amending Implementing Decision (EU) 2020/47 on protective measures in relation to highly pathogenic avian influenza of subtype H5N8 in certain Member States

(notified under document C(2020) 2732)

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

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

Having regard to Council Directive 89/662/EEC of 11 December 1989 concerning veterinary checks in intra-Community trade with a view to the completion of the internal market ⁽¹⁾, and in particular Article 9(4) thereof,

Having regard to Council Directive 90/425/EEC of 26 June 1990 concerning veterinary checks applicable in intra-Union trade in certain live animals and products with a view to the completion of the internal market ⁽²⁾, and in particular Article 10(4) thereof,

Whereas:

- (1) Commission Implementing Decision (EU) 2020/47 ⁽³⁾ was adopted following outbreaks of highly pathogenic avian influenza of subtype H5N8 in holdings where poultry are kept in certain Member States, and the establishment of protection and surveillance zones by those Member States in accordance with Council Directive 2005/94/EC ⁽⁴⁾.
- (2) Implementing Decision (EU) 2020/47 provides that the protection and surveillance zones established by the Member States listed in the Annex to that Implementing Decision, in accordance with Directive 2005/94/EC, are to comprise at least the areas listed as protection and surveillance zones in that Annex.
- (3) The Annex to Implementing Decision (EU) 2020/47 was recently amended by Commission Implementing Decision (EU) 2020/549 ⁽⁵⁾, following outbreaks of highly pathogenic avian influenza of subtype H5N8 in poultry in Hungary and Poland that needed to be reflected in that Annex.
- (4) Since the date of adoption of Implementing Decision (EU) 2020/549, Hungary has notified the Commission of additional outbreaks of highly pathogenic avian influenza of subtype H5N8 in holdings where poultry were kept, in the Bács-Kiskun and Csongrád counties.
- (5) Some of the new outbreaks in Hungary are located outside the boundaries of areas currently listed in the Annex to Implementing Decision (EU) 2020/47, with the result that the new protection and surveillance zones around these new outbreaks, established by the competent authority of Hungary in accordance with Directive 2005/94/EC, extend beyond the boundaries of the areas currently listed in that Annex.
- (6) The Commission has examined the measures taken by Hungary, in accordance with Directive 2005/94/EC, and it is satisfied that the boundaries of the new protection and surveillance zones, established by the competent authority of that Member State, are at a sufficient distance to the holdings where the recent outbreaks of highly pathogenic avian influenza of subtype H5N8 have been confirmed.

⁽¹⁾ OJ L 395, 30.12.1989, p. 13.

⁽²⁾ OJ L 224, 18.8.1990, p. 29.

⁽³⁾ Commission Implementing Decision (EU) 2020/47 of 20 January 2020 on protective measures in relation to highly pathogenic avian influenza of subtype H5N8 in certain Member States (OJ L 16, 21.1.2020, p. 31).

⁽⁴⁾ Council Directive 2005/94/EC of 20 December 2005 on Community measures for the control of avian influenza and repealing Directive 92/40/EEC (OJ L 10, 14.1.2006, p. 16).

⁽⁵⁾ Commission Implementing Decision (EU) 2020/549 of 20 April 2020 amending the Annex to Implementing Decision (EU) 2020/47 on protective measures in relation to highly pathogenic avian influenza of subtype H5N8 in certain Member States (OJ L 123, 21.4.2020, p. 1).

- (7) In order to prevent any unnecessary disturbance to trade within the Union and to avoid unjustified barriers to trade being imposed by third countries, it is necessary to rapidly describe at Union level, in collaboration with Hungary, the new protection and surveillance zones established by that Member State. Therefore, new protection and surveillance zones should be listed for Hungary in the Annex to Implementing Decision (EU) 2020/47.
- (8) Accordingly, the Annex to Implementing Decision (EU) 2020/47 should be amended to update regionalisation at Union level to include the new protection and surveillance zones established by Hungary, in accordance with Directive 2005/94/EC, and the duration of the restrictions applicable therein. Given the urgency of the epidemiological situation in the Union, as regards the spread of highly pathogenic avian influenza of subtype H5N8, it is important that the amendments made to the Annex to Implementing Decision (EU) 2020/47, by this Decision, take effect as soon as possible.
- (9) In addition, since the date of adoption of Implementing Decision (EU) 2020/47 the current epidemic of highly pathogenic avian influenza has further evolved, and its geographical scope has extended, mainly due to seasonal movements of wild migratory birds, and in particular wild migratory water birds that are known to be the natural host for avian influenza viruses. These seasonal movements pose a continuing threat for the direct and indirect introduction of those viruses into holdings where poultry or other captive birds are kept with the risk of the possible subsequent virus spread from an infected holding to other holdings.
- (10) This evolution in the epidemiological situation in the Union as regards highly pathogenic avian influenza has necessitated the Annex to Implementing Decision (EU) 2020/47 being amended many times, to take account of further outbreaks of highly pathogenic avian influenza of subtype H5N8 in Bulgaria, Czechia, Germany, Hungary, Poland, Romania and Slovakia.
- (11) Given the evolving epidemiological situation in the Union as regards highly pathogenic avian influenza, and also taking into account the seasonality of the circulation of the highly pathogenic avian influenza virus in wild birds, there is a very high risk that further outbreaks of that disease will occur in the Union in the coming months, and in particular during the next migratory season of wild birds. Therefore, the strict implementation of the Union surveillance and control measures remains very important.
- (12) Implementing Decision (EU) 2020/47 currently applies until 31 May 2020. However, the period of application of that Implementing Decision should be extended due to the continuing presence of the highly pathogenic avian influenza virus in the Union, the constantly evolving epidemiological situation in the Union as regards that disease, the accompanying risks to animal health, and the efforts required to combat that disease, while at the same time not imposing any unnecessary restrictions on trade.
- (13) Regulation (EU) 2016/429 of the European Parliament and of the Council ⁽⁹⁾ establishes a new legislative framework for the prevention and control of a number of listed diseases in the Union, including highly pathogenic avian influenza, and provides for safeguard measures in the event of animal diseases. That Regulation applies from 21 April 2021. It is important to have continuity of measures against highly pathogenic avian influenza at Union level in light of the current epidemic of that disease. It is therefore appropriate to prolong the period of application of Implementing Decision (EU) 2020/47 until 20 April 2021 to cover the occurrence of further outbreaks of highly pathogenic avian influenza of subtype H5N8 in the Union.
- (14) The period of application of Implementing Decision (EU) 2020/47 should therefore be amended accordingly.
- (15) The measures provided for in this Decision are in accordance with the opinion of the Standing Committee on Plants, Animals, Food and Feed,

HAS ADOPTED THIS DECISION:

Article 1

Implementing Decision (EU) 2020/47 is amended as follows:

- (1) in Article 5, the date '31 May 2020' is replaced by the date '20 April 2021';
- (2) the Annex is replaced by the text set out in the Annex to this Decision.

⁽⁹⁾ Regulation (EU) 2016/429 of the European Parliament and of the Council of 9 March 2016 on transmissible animal diseases and amending and repealing certain acts in the area of animal health ('Animal Health Law') (OJ L 84, 31.3.2016, p. 1).

Article 2

This Decision is addressed to the Member States.

Done at Brussels, 24 April 2020.

For the Commission
Stella KYRIAKIDES
Member of the Commission

ANNEX

The Annex to Implementing Decision (EU) 2020/47 is replaced by the following:

‘ANNEX

PART A

Protection zones in the concerned Member States as referred to in Articles 1 and 2:

Member State: Germany

Area comprising:	Date until applicable in accordance with Article 29(1) of Directive 2005/94/EC
BUNDESLAND SACHSEN-ANHALT, Landkreis Börde	
Verbandsgemeinde Flechtingen Gemeinde: 39345 Bülstringen Ortsteil: Wiegitz/Ellersell	23.4.2020
Einheitsgemeinde Stadt Haldensleben Ortsteil: 39345 Uthmöden	23.4.2020

Member State: Hungary

Area comprising:	Date until applicable in accordance with Article 29(1) of Directive 2005/94/EC
Bács-Kiskun és Csongrád megye:	
Ásotthalom, Balástya, Csengele, Csólyospálos, Hajós, Jászszentlászló, Kelebia, Kiskunmajsa, Kistelek, Kömpöc, Öttömös, Pálmonostora, Petőfiszállás, Pusztaszer és Ruzsa települések közigazgatási területeinek a 46.440827 és a 19.846995, a 46.438786 és 19.850685, a 46.440443 és a 19.857895, a 46.423886 és a 19.854827, a 46.44449 és 19.8483, 46.455321 és 19.852898, a 46.45030 és 19.84853, a 46.403611 és 19.834167, a 46.38769 és 19.86654, a 46.40299 és 19.87998, a 46.41096 és 19.83726, a 46.44957 és 19.87544, a 46.55800 és 19.79035, a 46.38741 és 19.86223, a 46.42564 és 19.86214, a 46.44133 és 19.85725, a 46.40685 és 19.86369, a 46.38730 és 19.85161, a 46.45601 és 19.87579, a 46.45869 és 19.87283, a 46.411942 és 19.852744, a 46.41407 és 19.88379, a 46.45071735 és 19.8386126, a 46.45798081 és 19.86121049, a 46.40755246 és 19.85871844, a 46.6014 és 19.5428, 46.47455783 és 19.86788239, a 46.4776644 és 19.86554941, a 46.41085 és 19.85558, a 46.3896296224 és 19.858905558, a 46.5253 és 19.7569, a 46.48031 és 19.84032, a 46.386442 és 19.775899, a 46.53935 és 19.74915, a 46.434080 és 19.837544, a 46.49795 és 19.77742, a 46.49526 és 19.77629, a 46.518974 és 19.785285, a 46.494599 és 19.784372, a 46.48499 és 19.79693, a 46.34363 és a 19.88657, a 46.38582 és 19.87797, a 46.426789 és 19.4482121, a 46.50638 és 19.78172, a 46.55212 és 19.97079, a 46.50073 és 19.7877, a 46.4993565 és 19.7809441, a 46.54135 és 19.83184, a 46.3996 és 19.87582, a 46.4963 és 19.9106, a 46.2541 és 46.2541, a 46.54013 és a 19.84689, a 46.51653 és 19.88925, a 46.51654 és 19.76043, valamint a 46.5951638 és 19.8779228 GPS-koordináták által meghatározott pontok körüli 3 km sugarú körökön belül eső területei	18.5.2020
Csongrád megye:	
Balástya, Bordány, Kistelek, Ruzsa, Tömörkény és Zsombó települések közigazgatási területeinek a 46.3424 és 19.8024, a 46.30436 és 19.77187, a 46.22671 és 19.58741, a 46.34363 és 19.88657, a 46.3455 és 19.9427, a 46.198931 és 19.5964193, a 46.4386 és 19.9377, valamint a 46.5498 és 20.00926 GPS koordináták által meghatározott pontok körüli 3 km sugarú körökön belül eső területei, valamint Csengele, Forráskút, Öttömös, Pusztaszer és Üllés települések teljes közigazgatási területe.	18.5.2020

Area comprising:	Date until applicable in accordance with Article 29(1) of Directive 2005/94/EC
Bács-kiskun megye: Bócsa, Borota, Bugac, Bugacpusztaháza, Cászártöltés, Csávoly, Csólyospálos, Harkakötöny, Jánoshalma, Jászszenktlász, Kaskantyú, Kecskemét, Kelebia, Kiskőrös, Kiskunfélegyháza, Kiskunhalas, Kiskunmajsa, Kiszállás, Kömpöc, Kunfehértó, Kunszállás, Mélykút, Mórícgát, Nyárlőrinc, Orgovány, Páhi, Petőfiszállás, Pirtó, Rém, Soltvadkert, Szank, Tázlár, Tompa, Városföld és Zsana települések közigazgatási területeinek a 46.435119 és a 19.836480, a 46.558317 és 19.713448, a 46.694364 és 19.77329, a 46.44159 és 19.84327, a 46.514537 és 19.65459, a 46.465556 és 19.808611, a 46.5448459 és 19.745837, a 46.800833 és 19.857222, a 46.41549 és 19.84498, a 46.5692465 és 19.6932973, a 46.5606135 és 19.7108641, a 46.41504 és 19.83675, a 46.47190 és 19.82798, a 46.860495 és 19.848759, a 46.603350 és 19.478592, a 46.49398 és 19.76918, a 46.423333 és 19.850278, a 46.4528606 és 19.79683053, a 46.65701 és 19.77743, a 46.47019 és 19.83754, a 46.520509 és 19.651656, a 46.581470 és 19.770906, a 46.46758 és 19.85086, a 46.49169 és 19.68988, a 46.51590 és 19.64387, a 46.4608579 és 19.8303092, a 46.22671 és 19.58741, a 46.50898 és 19.63934, a 46.46467 és 19.76302, a 46.46752 és 19.75170, a 46.46515 és 19.75375, a 46.46900 és 19.76215, a 46.41600 és 19.6807, a 46.40430 és 19.73591, a 46.5158453 és 19.6704565, a 46.606053 és 19.788634, a 46.61600 és 19.66512, a 46.47344 és 19.74689, a 46.60658 és 19.53464, a 46.493294 és 19.689126, a 46.682057 és 19.499820, a 46.536629 és 19.488942, a 46.46817 és 19.81632, a 46.347100 és 19.402476; a 46.588129 és 19.798864, a 46.4982 és 19.6534, a 46.4483399 és 19.7683431, a 46.34587 és 19.40784, a 46.34457 és 19.40556, a 46.5916734 és 19.4953154, a 46.3957493 és 19.6759709, a 46.45024 és 19.70384, a 46.43887 és 19.603, a 46.59776 és 19.80446, a 46.5229 és 19.71635, a 46.40123 és 19.73661, a 46.675319 és 19.503534, a 46.44905 és 19.8054, a 46.54089 és 19.6471, a 46.592784 és 19.491405, a 46.51841 és 19.7112, a 46.45126 és 19.78045, a 46.55832 és 19.46721, a 46.46897 és 19.84236, a 46.598149 és 19.465149, a 46.5878624 és 19.882969, a 46.45851 és 19.68701, a 46.59159 és 19.77504, a 46.6173 és 19.5483, a 46.66314 és 19.49678, a 46.4209 és 19.44301, a 46.44449 és 19.42247, a 46.22658 és 19.39732, a 46.533528 és 19.518495, a 46.22667 és 19.62321, a 46.620761 és 19.449354, a 46.624254 és 19.407137, a 46.632 és 19.534668, a 46.630572 és 19.534712, a 46.50235 és 19.65373, a 46.525321 és 19.617174, a 46.48606 és 19.67546, a 46.44627 és 19.74492, a 46.46953 és 19.76922, a 46.57385 és 19.74038, a 46.51957 és 19.63121, a 46.17763 és 19.6145, a 46.44502 és 19.63958, a 46.58973 és 19.78638, a 46.49749 és 19.63524, a 46.4134 és 19.45376, a 46.51492 és 19.72355, a 46.34817 és 19.40526, a 46.40771 és 19.1972, a 46.73519 és 19.45826, a 46.544906 és 19.702231, a 46.45126 és 19.78045, a 46.22153 és 19.39457, a 46.67671 és 19.49529, a 46.45707 és 19.62088, a 46.46387 és 19.47777, a 46.275227 és 19.52979, a 46.56694 és 19.62731, a 46.28476 és 19.35571, a 46.634373 és 19.527571, a 46.526255 és 19.6288633, a 46.25856 és 19.12728, a 46.776074 és 19.8004028, a 46.5821446 és 19.4672782, a 46.67858 és 19.66368, a 46.52717 és 19.63718, a 46.51687 és 19.6405, a 46.52605 és 19.62677, a 46.678632 és 19.511939, a 46.618622 és 19.536336, valamint a 46.546655 és 19.669115 GPS koordináták által meghatározott pontok körüli 3 km sugarú körökön belül eső területei.	
	18.5.2020

Member State: Poland

Area comprising:	Date until applicable in accordance with Article 29(1) of Directive 2005/94/EC
W województwie lubuskim w powiecie sulcińskim:	
w gminie Krzeszyce miejscowość Muszkowo	25.4.2020

PART B

Surveillance zones in the concerned Member States as referred to in Articles 1 and 3:

Member State: Germany

Area comprising:	Date until applicable in accordance with Article 31 of Directive 2005/94/EC
BUNDESLAND SACHSEN-ANHALT, Landkreis Börde	
Verbandsgemeinde Flechtingen Gemeinde: 39345 Bülstringen Ortsteil: Wieglitz/Ellersell	From 24.4.2020 until 2.5.2020
Einheitsgemeinde Stadt Haldensleben Ortsteil: 39345 Uthmöden	From 24.4.2020 until 2.5.2020
Einheitsgemeinde Stadt Haldensleben Ortsteil: 39343 Bodendorf Ortsteil: 39345 Gut Detzel Ortsteil: 39340 Hütten Ortsteil: 39340 Lübberitz Ortsteil: 39345 Satuelle Ortsteil: 39343 Süplingen 39340 Stadt Haldensleben	2.5.2020
Einheitsgemeinde Oebisfelde/Weferlingen Ortsteil: 39359 Keindorf	2.5.2020
Verbandsgemeinde Elbe-Heide Gemeinde Westheide Ortsteil: 39345 Born	2.5.2020
BUNDESLAND SACHSEN-ANHALT, Altmarkkreis Salzwedel	
Gemeinde Gardelegen Ortsteil: 39638 Jeseritz Ortsteil: 39638 Parleib Ortsteil: 39638 Potzehne Ortsteil: 39638 Roxförde	2.5.2020

Member State: Hungary

Area comprising:	Date until applicable in accordance with Article 31 of Directive 2005/94/EC
Bács-Kiskun és Csongrád megye:	
Ásotthalom, Balástya, Csengele, Csólyospálos, Hajós, Jászszenlászó, Kelebia, Kiskunmajsa, Kistelek, Kömpöc, Öttömös, Pálmonostora, Petőfiszállás, Pusztaszer és Ruzsa települések közigazgatási területeinek a 46.440827 és a 19.846995, a 46.438786 és a 19.850685, a 46.440443 és a 19.857895, a 46.423886 és a 19.854827, a 46.44449 és 19.8483, a 46.455321 és 19.852898, a 46.45030 és 19.84853, a 46.403611 és 19.834167, a 46.38769 és 19.86654, a 46.40299 és 19.87998, a 46.41096 és 19.83726, a 46.44957 és 19.87544, a 46.55800 és 19.79035, a 46.38741 és 19.86223, a 46.42564 és 19.86214, a 46.44133 és 19.85725, a 46.40685 és 19.86369, a 46.38730 és 19.85161, a 46.45601 és 19.87579, a 46.45869 és 19.87283, a 46.411942 és 19.852744, a 46.41407 és 19.88379, a 46.45071735 és 19.8386126, a 46.45798081 és 19.86121049, a 46.40755246 és 19.85871844, a 46.6014 és 19.5428, a 46.47455783 és 19.86788239, a 46.4776644 és 19.86554941, a 46.41085 és 19.85558, a 46.3896296224 és 19.858905558, a 46.5253 és 19.7569, a 46.48031 és 19.84032, a 46.386442 és 19.775899, a 46.53935 és 19.74915,	From 19.5.2020 until 27.5.2020

Area comprising:	Date until applicable in accordance with Article 31 of Directive 2005/94/EC
a 46.434080 és 19.837544, a 46.49795 és 19.77742, a 46.49526 és 19.77629, a 46.518974 és 19.785285, a 46.494599 és 19.784372, a 46.48499 és 19.79693, a 46.34363 és a 19.88657, a 46.38582 és 19.87797, a 46.426789 és 19.4482121, a 46.50638 és 19.78172, a 46.55212 és 19.97079, a 46.50073 és 19.7877, a 46.4993565 és 19.7809441, a 46.54135 és 19.83184, a 46.3996 és 19.87582, a 46.4963 és 19.9106, a 46.2541 és 46.2541, a 46.54013 és a 19.84689, a 46.51653 és 19.88925, a 46.51654 és 19.76043, valamint a 46.5951638 és 19.8779228 GPS-koordináták által meghatározott pontok körüli 3 km sugarú körökön belül eső területei.	
Az alábbiak által határolt terület védőközvetlen kívüli területei: Kunbaja nyugati közigazgatási határa, majd Bácsalmás, Mátételke, Felsőszentiván, Baja közigazgatási határai, majd Bács-Kiskun és Tolna megye határa, majd Fajsz keleti és Dusnok nyugati közigazgatási határa, majd Miske és Drágszél nyugati közigazgatási határai, majd Homokmégy, Öregcsertő, Kecel, Kiskőrös, Tabdi, Csengőd, Izsák nyugati közigazgatási határai, majd Ágasegyháza, Ballószög, és Kecskemét északi közigazgatási határa, majd a 46.86495 és 19.848759 és a 46.800833 és 19.857222 GPS koordináták által meghatározott pontok körüli 10 km sugarú körök, majd Kiskunfélegyháza közigazgatási határa, majd Gátér keleti és Felgyő északi és keleti közigazgatási határa, majd a Tisza, Baks és Ópusztaszer déli közigazgatási határa, majd Balástya és Szatymaz keleti közigazgatási határa, majd az 5-ös főút, az 502-es út, az 55 út, majd Domaszék és Röske keleti közigazgatási határa, majd az országhatár.	27.5.2020
Csongrád megye:	
Balástya, Bordány, Kistelek, Ruzsa, Tömörkény és Zsombó települések közigazgatási területeinek a 46.3424 és 19.8024, a 46.30436 és 19.77187, a 46.22671 és 19.58741, a 46.34363 és 19.88657, a 46.3455 és 19.9427, a 46.198931 és 19.5964193, a 46.4386 és 19.9377, valamint a 46.5498 és 20.00926 GPS koordináták által meghatározott pontok körüli 3 km sugarú körökön belül eső területei, valamint Csengele, Forráskút, Öttömös, Pusztaszer és Üllés települések teljes közigazgatási területe.	From 19.5.2020 until 27.5.2020
Bács-Kiskun megye:	
Bócsa, Borota, Bugac, Bugacpusztaháza, Császártöltés, Csávoly, Csólyospálos, Harkakötöny, Jánoshalma, Jászsztélnászló, Kaskantyú, Kecskemét, Kelebia, Kiskőrös, Kiskunfélegyháza, Kiskunhalas, Kiskunmajsa, Kisszállás, Kömpöc, Kunfehértó, Kunszállás Mélykút, Mórícgát, Nyárlőrinc, Orgovány, Páhi, Petőfiszállás, Pirtó, Rém, Soltvadkert, Szank, Tázlár, Tompa, Városföld és Zsana települések közigazgatási területeinek a 46.435119 és a 19.836480, a 46.558317 és 19.713448, a 46.694364 és 19.77329, a 46.44159 és 19.84327, a 46.514537 és 19.65459, a 46.465556 és 19.808611, a 46.5448459 és 19.745837, a 46.800833 és 19.857222, a 46.41549 és 19.84498, a 46.5692465 és 19.6932973, a 46.5606135 és 19.7108641, a 46.41504 és 19.83675, a 46.47190 és 19.82798, a 46.860495 és 19.848759, a 46.603350 és 19.478592, a 46.49398 és 19.76918, a 46.423333 és 19.850278, a 46.4528606 és 19.79683053, a 46.65701 és 19.77743, a 46.47019 és 19.83754, a 46.520509 és 19.651656, a 46.581470 és 19.770906, a 46.46758 és 19.85086, a 46.49169 és 19.68988, a 46.51590 és 19.64387, a 46.4608579 és 19.8303092, a 46.22671 és 19.58741, a 46.50898 és 19.63934, a 46.46467 és 19.76302, a 46.46752 és 19.75170, a 46.46515 és 19.75375, a 46.46900 és 19.76215, a 46.41600 és 19.6807, a 46.40430 és 19.73591, a 46.5158453 és 19.6704565, a 46.606053 és 19.788634, a 46.61600 és 19.66512, a 46.47344 és 19.74689, a 46.60658 és 19.53464, a 46.493294 és 19.689126, a 46.682057 és 19.499820, a 46.536629 és 19.488942, a 46.46817 és 19.81632, a 46.347100 és 19.402476, a 46.588129 és 19.798864, a 46.4982 és 19.6534, a 46.4483399 és 19.7683431, a 46.34587 és 19.40784, a 46.34457 és 19.40556, a 46.5916734 és 19.4953154, a 46.3957493 és 19.6759709, a 46.45024 és 19.70384, a 46.43887 és 19.603, a 46.59776 és 19.80446, a 46.5229 és 19.71635, a 46.40123 és 19.73661, a 46.675319 és 19.503534, a 46.44905 és 19.8054, a 46.54089 és 19.6471, a 46.592784 és 19.491405, a 46.51841 és 19.7112, a 46.45126 és 19.78045, a 46.55832 és 19.46721, a 46.46897 és 19.84236, a 46.598149 és 19.465149, a 46.5878624 és 19.882969, a 46.45851 és 19.68701, a 46.59159 és 19.77504, a 46.6173 és 19.5483, a 46.66314 és 19.49678, a 46.4209 és 19.44301, a 46.44449 és 19.42247, a 46.22658 és 19.39732, a 46.533528 és 19.518495, a	From 19.5.2020 until 27.5.2020

Area comprising:	Date until applicable in accordance with Article 31 of Directive 2005/94/EC
46.22667 és a 19.62321, a 46.620761 és 19.449354, a 46.624254 és 19.407137, a 46.632 és 19.534668, a 46.630572 és 19.534712, a 46.50235 és 19.65373, a 46.525321 és 19.617174, a 46.48606 és 19.67546, a 46.44627 és 19.74492, a 46.46953 és 19.76922, a 46.57385 és 19.74038, a 46.51957 és 19.63121, a 46.17763 és 19.6145, a 46.44502 és 19.63958, a 46.58973 és 19.78638, a 46.49749 és 19.63524, a 46.4134 és 19.45376, a 46.51492 és 19.72355, a 46.34817 és 19.40526, a 46.40771 és 19.1972, a 46.73519 és 19.45826, a 46.544906 és 19.702231, a 46.45126 és 19.78045, a 46.22153 és 19.39457, a 46.67671 és 19.49529, a 46.45707 és 19.62088, a 46.46387 és 19.47777, a 46.275227 és 19.52979, a 46.56694 és 19.62731, a 46.28476 és 19.35571, a 46.634373 és 19.527571, a 46.526255 és 19.6288633, a 46.25856 és 19.12728, a 46.776074 és 19.8004028, a 46.5821446 és 19.4672782, a 46.67858 és 19.66368, a 46.52717 és 19.63718, a 46.51687 és 19.6405, a 46.52605 és 19.62677, a 46.678632 és 19.511939, a 46.618622 és 19.536336, valamint a 46.546655 és 19.669115 GPS koordináták által meghatározott pontok körüli 3 km sugarú körökön belül eső területei.	

Member State: Poland

Area comprising:	Date until applicable in accordance with Article 31 of Directive 2005/94/EC
W województwie lubuskim w powiecie sulęcińskim i słubickim:	
w powiecie sulęcińskim: - w gminie Krzeszyce miejscowości: Krępiny, Marianki, Zaszczytowo, Studzionka, Dzierżazna, Malta, Czartów, Krasnołęg, Świętojańsko, Krzeszyce, Karkoszów, Przemysław, Rudna, - w gminie Sulęcín miejscowości: Trzebów, Drogomin, - w gminie Słońsk miejscowości: Ownice, Lemierzyce, Lemierzycko, Grodzisk, Chartów, Jamno, Budzigniew, Polne w powiecie słubickim: w gminie Ośno Lubuskie miejscowości: Radachów, Trześniów, Kochań.	4.5.2020
W województwie lubuskim w powiecie sulęcińskim:	
w gminie Krzeszyce, miejscowość Muszkowo.	From 26.4.2020 until 4.5.2020*

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