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⁽¹⁾ Text with EEA relevance.

EN

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II

(Non-legislative acts)

REGULATIONS

COMMISSION DELEGATED REGULATION (EU) 2020/1588

of 25 June 2020

amending Annex I to Regulation (EU) 2017/821 of the European Parliament and of the Council by establishing volume thresholds for tantalum or niobium ores and concentrates, gold ores and concentrates, tin oxides and hydroxides, tantalates and carbides of tantalum

THE EUROPEAN COMMISSION,

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

Having regard to Regulation (EU) 2017/821 of the European Parliament and of the Council of 17 May 2017 laying down supply chain due diligence obligations for Union importers of tin, tantalum and tungsten, their ores, and gold originating from conflict-affected and high-risk areas ⁽¹⁾, and in particular Article 1(4) thereof,

Whereas:

- (1) Annex I to Regulation (EU) 2017/821 contains a list of minerals and metals within the scope of that Regulation and sets out certain annual import volume thresholds with regard to those minerals and metals.
- (2) In accordance with Article 1(3) of Regulation (EU) 2017/821, that Regulation does not apply to Union importers where their annual import volume of each of the minerals or metals concerned is below the thresholds set out in Annex I to that Regulation. Those thresholds are set at a level that ensures that no less than 95 % of the total volumes imported into the Union of each mineral and metal is subject to the obligations of Union importers set out in that Regulation.
- (3) At the time the Regulation was adopted in 2017, there were no sufficiently disaggregated Combined Nomenclature codes with regard to five of the specific minerals and metals listed in Annex I. As a result, the import data with regard to those minerals and metals were not available and five volume thresholds in Annex I are therefore still to be established.
- (4) Pursuant to Article 1(4) of Regulation (EU) 2017/821 the Commission is to establish the volume thresholds that remains to be set out in Annex I by adopting a delegated act, in accordance with Articles 18 and 19 of Regulation (EU) 2017/821 in order to amend Annex I. If feasible, the delegated act should be adopted by 1 April 2020 but no later than 1 July 2020.
- (5) Regulation (EU) 2017/821 created five new Integrated Tariff of the European Communities ("TARIC") subdivisions corresponding to the five minerals and metals with thresholds that are yet to be established, with respect to which the customs authorities of the Member States have collected customs data since the Regulation entered into force in June 2017.
- (6) Pursuant to Article 18 of Regulation (EU) 2017/821 the Commission is to rely on the import information for each Union importer provided by the Member States for the previous two years, hence for 2018 and 2019.
- (7) Annex I to Regulation (EU) 2017/821 should therefore be amended accordingly,

⁽¹⁾ OJ L 130, 19.5.2017, p. 1.

HAS ADOPTED THIS REGULATION:

Article 1

Annex I to Regulation (EU) 2017/821 is amended in accordance with the Annex to this Delegated Regulation.

Article 2

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

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

Done at Brussels, 25 June 2020.

For the Commission
The President
Ursula VON DER LEYEN

ANNEX

Annex I to Regulation (EU) 2017/821 is amended as follows:

(1) in 'Part A: Minerals', the table is amended as follows:

(a) row three is replaced by the following:

'Tantalum or niobium ores and concentrates	Ex26 15 90 00	10	100 000'
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(b) row four is replaced by the following:

'Gold ores and concentrates	Ex26 16 90 00	10	4 000 000'
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(2) in 'Part B: Metals', the table is amended as follows:

(a) row two is replaced by the following:

'Tin oxides and hydroxides	Ex28 25 90 85	10	3 600'
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(b) row five is replaced by the following:

'Tantalates	Ex28 41 90 85	30	30'
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(c) row seven is replaced by the following:

'Carbides of tantalum	Ex28 49 90 50	10	770'
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COMMISSION DELEGATED REGULATION (EU) 2020/1589**of 22 July 2020****amending Annex I to Regulation (EU) 2018/956 of the European Parliament and of the Council as regards the data on new heavy-duty vehicles to be monitored and reported by Member States and by manufacturers****(Text with EEA relevance)**

THE EUROPEAN COMMISSION,

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

Having regard to Regulation (EU) 2018/956 of the European Parliament and of the Council of 28 June 2018 on the monitoring and reporting of CO₂ emissions from and fuel consumption of new heavy-duty vehicles ⁽¹⁾, and in particular points (a) and (b) of Article 11(1) thereof,

Whereas:

- (1) Part A of Annex I to Regulation (EU) 2018/956 specifies the data to be monitored and reported by the Member States relating to new heavy-duty vehicles registered for the first time in the Union.
- (2) In order to facilitate the matching of the data reported for each heavy-duty vehicle by Member States with those reported by manufacturers, Member States should report additional parameters related to the technical specifications of the vehicles.
- (3) To allow for verification of the quality of the data reported by manufacturers of heavy-duty vehicles, Member States should also report the imprint of the cryptographic hash of the manufacturer's records file included in the certificate of conformity of the vehicle.
- (4) Part B of Annex I to Regulation (EU) 2018/956 specifies in its point 2 the data to be monitored and reported by manufacturers of each new heavy-duty vehicle.
- (5) To ensure uniform reporting of information on manufacturers of components, separate technical units or systems, references to Commission Regulation (EU) 2017/2400 ⁽²⁾ should be added.
- (6) To allow the Commission to verify the quality of the data reported by manufacturers concerning the CO₂ emissions and fuel consumption of the engine, manufacturers should also report the type-approval number of the engine.
- (7) Annex I to Regulation (EU) 2018/956 should therefore be amended accordingly,

HAS ADOPTED THIS REGULATION:

Article 1

Annex I to Regulation (EU) 2018/956 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*.⁽¹⁾ OJ L 173, 9.7.2018, p. 1.⁽²⁾ Commission Regulation (EU) 2017/2400 of 12 December 2017 implementing Regulation (EC) No 595/2009 of the European Parliament and of the Council as regards the determination of the CO₂ emissions and fuel consumption of heavy-duty vehicles and amending Directive 2007/46/EC of the European Parliament and of the Council and Commission Regulation (EU) No 582/2011 (OJ L 349, 29.12.2017, p. 1).

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

Done at Brussels, 22 July 2020.

For the Commission
The President
Ursula VON DER LEYEN

ANNEX

Annex I to Regulation (EU) 2018/956 is amended as follows:

(1) Part A is amended as follows:

(a) the following points (g) to (n) are added:

- ‘(g) for vehicles registered until 30 June 2021 where available and for vehicles registered from 1 July 2021 in all cases, the stage of completion, as indicated in the chosen model of the certificate of conformity in accordance with point 2 of Annex IX to Directive 2007/46/EC;
- (h) the vehicle category as specified in entry 0.4 of the certificate of conformity;
- (i) for vehicles registered until 31 December 2020 where available and for vehicles registered from 1 January 2021 in all cases, the number of axles, as specified in entry 1 of the certificate of conformity;
- (j) the technically permissible maximum laden mass, as specified in entry 16.1 of the certificate of conformity;
- (k) for vehicles registered until 31 December 2021 where available and for vehicles registered from 1 January 2022 in all cases, the imprint of the cryptographic hash of the manufacturer's records file as specified in entry 49.1 of the certificate of conformity; for vehicles registered until 30 June 2025 Member States may report only the first 8 characters of the cryptographic hash;
- (l) for vehicles registered until 30 June 2021 where available and for vehicles registered from 1 July 2021 in all cases, the specific CO₂ emissions as specified in entry 49.5 of the certificate of conformity;
- (m) for vehicles registered until 30 June 2021 where available and for vehicles registered from 1 July 2021 in all cases, the average payload value as specified in entry 49.6 of the certificate of conformity;
- (n) the date of registration.’;

(2) in Part B, point 2 is amended as follows for vehicles reported as from 2021 onwards:

(a) entries 24 and 25 are replaced by the following:

No	Monitoring parameters	Source Part I of Annex IV to Regulation (EU) 2017/2400, unless otherwise specified	Description
‘24	Name and address of transmission manufacturer	Point 0.4 of the model of a certificate of a component, separate technical unit or system of Appendix 1 to Annex VI to Regulation (EU) 2017/2400	Main transmission specifications’
25	Make (trade name of transmission manufacturer)	Point 0.1 of the model of a certificate of a component, separate technical unit or system of Appendix 1 to Annex VI to Regulation (EU) 2017/2400	

(b) entries 32 and 33 are replaced by the following:

No	Monitoring parameters	Source Part I of Annex IV to Regulation (EU) 2017/2400, unless otherwise specified	Description
‘32	Name and address of axle manufacturer	Point 0.4 of the model of a certificate of a component, separate technical unit or system of Appendix 1 to Annex VII to Regulation (EU) 2017/2400	Main axle specifications’
33	Make (trade name of axle manufacturer)	Point 0.1 of the model of a certificate of a component, separate technical unit or system of Appendix 1 to Annex VII to Regulation (EU) 2017/2400	

(c) entries 39 and 40 are replaced by the following:

No	Monitoring parameters	Source Part I of Annex IV to Regulation (EU) 2017/2400, unless otherwise specified	Description
'39	Name and address of tyre manufacturer	Point 1 of the model of a certificate of a component, separate technical unit or system of Appendix 1 to Annex X to Regulation (EU) 2017/2400	Main tyre specifications'
40	Make (trade name of tyre manufacturer)	Point 3 of the model of a certificate of a component, separate technical unit or system of Appendix 1 to Annex X to Regulation (EU) 2017/2400	

(d) the following entry 101 is added:

No	Monitoring parameters	Source Part I of Annex IV to Regulation (EU) 2017/2400, unless otherwise specified	Description
'101	For vehicles with a date of simulation as of 1 July 2020, the type-approval number of the engine	Point 1.2.1. of addendum to Appendix 5, 6 or 7 to Annex I to Regulation (EU) No 582/2011, whichever is applicable	Engine specifications'

COMMISSION DELEGATED REGULATION (EU) 2020/1590**of 19 August 2020****amending Annex I to Regulation (EU) 2019/631 of the European Parliament and of the Council in order to take into account the evolution of the mass of new light commercial vehicles registered in 2016, 2017 and 2018****(Text with EEA relevance)**

THE EUROPEAN COMMISSION,

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

Having regard to Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO₂ emission performance standards for new passenger cars and for new light commercial vehicles and repealing Regulations (EC) No 443/2009 and (EU) No 510/2011 ⁽¹⁾, and in particular Article 14(2) thereof,

Whereas:

- (1) The EU fleet-wide average mass in running order used for the purpose of calculating the specific emission targets of CO₂ for each manufacturer of new light commercial vehicles, i.e. the M_0 value, is to be adjusted regularly to take into account changes in the average mass of the new light commercial vehicles registered in the Union.
- (2) Based on the data in Commission Implementing Decisions (EU) 2018/143 ⁽²⁾, (EU) 2019/582 ⁽³⁾ and (EU) 2020/1035 ⁽⁴⁾, the average mass in running order of new light commercial vehicles in the calendar years 2016, 2017 and 2018, weighted according to the number of new registrations in each of those years, was 1 825,23 kg. The M_0 value for the calendar years 2021, 2022 and 2023, referred to in point 4 of Part B of Annex I to Regulation (EU) 2019/631 should therefore reflect that mass.
- (3) Regulation (EU) 2019/631 should therefore be amended accordingly,

HAS ADOPTED THIS REGULATION:

Article 1

In point 4 of Part B of Annex I to Regulation (EU) 2019/631 the entry M_0 is replaced by the following:

' M_0 is 1 766,4 in 2020, 1 825,23 for the years 2021, 2022 and 2023, and for 2024 the value adopted pursuant to point (b) of Article 14(1).'

⁽¹⁾ OJ L 111, 25.4.2019, p. 13.

⁽²⁾ Commission Implementing Decision (EU) 2018/143 of 19 January 2018 confirming or amending the provisional calculation of the average specific emissions of CO₂ and specific emissions targets for manufacturers of new light commercial vehicles for the calendar year 2016 pursuant to Regulation (EU) No 510/2011 of the European Parliament and of the Council (OJ L 25, 30.1.2018, p. 49).

⁽³⁾ Commission Implementing Decision (EU) 2019/582 of 3 April 2019 confirming or amending the provisional calculation of the average specific emissions of CO₂ and specific emissions targets for manufacturers of new light commercial vehicles for the calendar year 2017 and for the Volkswagen pool including its members for the calendar years 2014, 2015 and 2016 pursuant to Regulation (EU) No 510/2011 of the European Parliament and of the Council (OJ L 100, 11.4.2019, p. 47).

⁽⁴⁾ Commission Implementing Decision (EU) 2020/1035 of 3 June 2020 confirming or amending the provisional calculation of the average specific emissions of CO₂ and specific emissions targets for manufacturers of passenger cars and light commercial vehicles for the calendar year 2018 pursuant to Regulation (EU) 2019/631 of the European Parliament and of the Council (OJ L 227, 16.7.2020, p. 37).

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, 19 August 2020.

For the Commission
The President
Ursula VON DER LEYEN

COMMISSION IMPLEMENTING REGULATION (EU) 2020/1591

of 23 October 2020

approving non-minor amendments to the specification for a name entered in the register of protected designations of origin and protected geographical indications ('Suska sechłońska' (PGI))

THE EUROPEAN COMMISSION,

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

Having regard to Regulation (EU) No 1151/2012 of the European Parliament and of the Council of 21 November 2012 on quality schemes for agricultural products and foodstuffs ⁽¹⁾, and in particular Article 52(2) thereof,

Whereas:

- (1) Pursuant to the first subparagraph of Article 53(1) of Regulation (EU) No 1151/2012, the Commission has examined Poland's application for the approval of amendments to the specification for the protected geographical indication 'Suska sechłońska', registered under Commission Regulation (EU) No 897/2010 ⁽²⁾.
- (2) Since the amendments in question are not minor within the meaning of Article 53(2) of Regulation (EU) No 1151/2012, the Commission published the amendment application in the *Official Journal of the European Union* ⁽³⁾ as required by Article 50(2)(a) of that Regulation.
- (3) As no statement of opposition under Article 51 of Regulation (EU) No 1151/2012 has been received by the Commission, the amendments to the specification should be approved,

HAS ADOPTED THIS REGULATION:

Article 1

The amendments to the specification published in the *Official Journal of the European Union* regarding the name 'Suska sechłońska' (PGI) are hereby approved.

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, 23 October 2020.

*For the Commission,
On behalf of the President,
Janusz WOJCIECHOWSKI
Member of the Commission*

⁽¹⁾ OJ L 343, 14.12.2012, p. 1.

⁽²⁾ Commission Regulation (EU) No 897/2010 of 8 October 2010 entering a name in the register of protected designations of origin and protected geographical indications (Suska sechłońska (PGI)) (OJ L 266, 9.10.2010, p. 46).

⁽³⁾ OJ C 208, 22.6.2020, p. 5.

COMMISSION IMPLEMENTING REGULATION (EU) 2020/1592**of 28 October 2020****amending Regulation (EC) No 1484/95 as regards fixing representative prices in the poultrymeat and egg sectors and for egg albumin**

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(b) thereof,Having regard to Regulation (EU) No 510/2014 of the European Parliament and of the Council of 16 April 2014 laying down the trade arrangements applicable to certain goods resulting from the processing of agricultural products and repealing Council Regulations (EC) No 1216/2009 and (EC) No 614/2009⁽²⁾, and in particular Article 5(6)(a) thereof,

Whereas:

- (1) Commission Regulation (EC) No 1484/95⁽³⁾ lays down detailed rules for implementing the system of additional import duties and fixes representative prices in the poultrymeat and egg sectors and for egg albumin.
- (2) Regular monitoring of the data used to determine representative prices for poultrymeat and egg products and for egg albumin shows that the representative import prices for certain products should be amended to take account of variations in price according to origin.
- (3) Regulation (EC) No 1484/95 should therefore be amended accordingly.
- (4) Given the need to ensure that this measure applies as soon as possible after the updated data have been made available, this Regulation should enter into force on the day of its publication,

HAS ADOPTED THIS REGULATION:

Article 1

Annex I to Regulation (EC) No 1484/95 is replaced by the text set out 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, 28 October 2020.

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

⁽¹⁾ OJ L 347, 20.12.2013, p. 671.

⁽²⁾ OJ L 150, 20.5.2014, p. 1.

⁽³⁾ Commission Regulation (EC) No 1484/95 of 28 June 1995 laying down detailed rules for implementing the system of additional import duties and fixing representative prices in the poultrymeat and egg sectors and for egg albumin, and repealing Regulation No 163/67/EEC (OJ L 145, 29.6.1995, p. 47).

ANNEX

‘ANNEX I

CN code	Description	Representative price (EUR/100 kg)	Security under Article 3 (EUR/100 kg)	Origin ⁽¹⁾
0207 12 90	Fowls of the species <i>Gallus domesticus</i> , not cut in pieces, presented as “65 % chickens”, frozen	138,5	0	AR
0207 14 10	Fowls of the species <i>Gallus domesticus</i> , boneless cuts, frozen	173,3	43	AR
		145,8	57	BR
		245	17	CL
		194,7	33	TH
1602 32 11	Preparations of fowls of the species <i>Gallus domesticus</i> , uncooked	168,5	40	BR’

⁽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).

COMMISSION REGULATION (EU) 2020/1593**of 29 October 2020****amending Annex X to Regulation (EC) No 999/2001 of the European Parliament and of the Council as regards further examination of positive cases of transmissible spongiform encephalopathies in ovine and caprine animals****(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 999/2001 of the European Parliament and of the Council of 22 May 2001 laying down rules for the prevention, control and eradication of certain transmissible spongiform encephalopathies ⁽¹⁾, and in particular the first paragraph of Article 23 and Article 23a(m) thereof,

Whereas:

- (1) Regulation (EC) No 999/2001 lays down rules for the prevention, control and eradication of transmissible spongiform encephalopathies ("TSEs") in animals. It applies to the production and placing on the market of live animals and products of animal origin and in certain specific cases to exports thereof.
- (2) Annex X to Regulation (EC) No 999/2001 lays down the sampling and laboratory methods for detection of TSEs.
- (3) Point 3.2(a) and (b) of Chapter C of Annex X to Regulation (EC) No 999/2001 requests further examination of samples from suspect cases and samples from TSE monitoring that resulted positive in the confirmatory examination. This requirement was introduced by Commission Regulation (EC) No 36/2005 ⁽²⁾ to investigate the possible presence of BSE in small ruminants.
- (4) On 28 January 2005, the first case of BSE in a small ruminant under natural conditions was confirmed in a goat slaughtered in France. Consequently, Commission Regulation (EC) No 214/2005 ⁽³⁾ increased the testing requirements for goats.
- (5) Due to the identification of two possible BSE-like cases in sheep in France and one in Cyprus in 2006, Commission Regulation (EC) No 1041/2006 ⁽⁴⁾ extended the monitoring programme in sheep based on a statistically valid survey in order to determine the likely prevalence of BSE in sheep. These cases were subsequently confirmed to be scrapie and not BSE.
- (6) These monitoring programmes were reviewed by Commission Regulation (EC) No 727/2007 ⁽⁵⁾ in the light of the results of two years of intensified testing which led to the detection of no additional BSE cases in ovine or caprine animals.
- (7) After further systematic examination of positive TSE cases in ovine and caprine animals since 2005, no more BSE positive or suspicious cases have been detected.

⁽¹⁾ OJ L 147, 31.5.2001, p. 1.

⁽²⁾ Commission Regulation (EC) No 36/2005 of 12 January 2005 amending Annexes III and X to Regulation (EC) No 999/2001 of the European Parliament and of the Council as regards epidemio-surveillance for transmissible spongiform encephalopathies in bovine, ovine and caprine animals (OJ L 10, 13.1.2005, p. 9).

⁽³⁾ Commission Regulations (EC) No 214/2005 of 9 February 2005 amending Annex III to Regulation (EC) No 999/2001 of the European Parliament and of the Council as regards monitoring of transmissible spongiform encephalopathies in caprine animals (OJ L 37, 10.2.2005, p. 9).

⁽⁴⁾ Commission Regulation (EC) No 1041/2006 of 7 July 2006 amending Annex III to Regulation (EC) No 999/2001 of the European Parliament and of the Council as regards monitoring of transmissible spongiform encephalopathies in ovine animals (OJ L 187, 8.7.2006, p. 10).

⁽⁵⁾ Commission Regulation (EC) No 727/2007 of 26 June 2007 amending Annexes I, III, VII and X to Regulation (EC) No 999/2001 of the European Parliament and of the Council laying down rules for the prevention, control and eradication of certain transmissible spongiform encephalopathies (OJ L 165, 27.6.2007, p. 8).

- (8) In view of the absence of BSE positive or suspicious cases in ovine and caprine animals since 2005, it is appropriate that the discriminatory testing in case of positive TSE cases in ovine and caprine animals is limited to the 'index case' as defined in point 2(c) of Annex I to Regulation (EC) No 999/2001.
- (9) Furthermore, point 3.2(c)(ii) of Chapter C of Annex X to Regulation (EC) No 999/2001 requests that the TSE cases in which BSE cannot be excluded by the primary molecular testing should be submitted to a secondary molecular test in one of the three laboratories listed in that point.
- (10) This list was established by Regulation (EC) No 36/2005 based on the methods and laboratory expertise available in 2005. It has never been updated since then.
- (11) It is appropriate to ensure more flexibility as regards the method of secondary molecular testing, the design of which should be approved on a case-by-case basis by the EU reference laboratory taking into account the latest scientific knowledge. The choice of the performing laboratory should also be more flexible in order to make the best use of the latest scientific knowledge and laboratory expertise
- (12) Point 3.2 (a), (b) and (c) of Chapter C of Annex X to Regulation (EC) No 999/2001 should therefore be amended accordingly.
- (13) 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

Annex X to Regulation (EC) No 999/2001 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*.

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

Done at Brussels, 29 October 2020.

For the Commission
The President
Ursula VON DER LEYEN

ANNEX

Point 3.2 of Chapter C of Annex X to Regulation (EC) No 999/2001 is amended as follows:

- (1) in point (a) the last paragraph is replaced by the following:

‘If the result of one of the confirmatory examinations referred to in points (i) to (iv) of the first subparagraph is positive, the animal shall be regarded as a positive TSE case.’;

- (2) in point (b) the third paragraph is replaced by the following:

‘If the result of one of the confirmatory examinations is positive, the animal shall be regarded as a positive TSE case.’;

- (3) point (c) is amended as follows:

- (a) the following paragraph is inserted after the title:

‘Samples that, following the examinations referred to in points (a) or (b), are regarded as positive TSE cases, but which are not considered atypical cases, shall be examined to exclude the presence of BSE only when they come from an index case. Other cases, which display characteristics that, according to the testing laboratory, merit investigation, shall also be examined to exclude the presence of BSE.’;

- (b) point (i) is replaced by the following:

- ‘(i) Primary molecular testing with a discriminatory Western blotting method

For the exclusion of the presence of BSE, samples shall be examined by a discriminatory Western blotting method, listed in the guidelines of the EU reference laboratory. The discriminatory examination shall be performed by an official laboratory, designated by the competent authority, which has participated successfully in the latest proficiency testing organised by the EU reference laboratory for the use of such a method.’;

- (c) point (ii) is replaced by the following:

- ‘(ii) Secondary molecular testing with additional molecular testing methods

TSE cases in which the presence of BSE cannot be excluded according to the guidelines issued by the EU reference laboratory by the primary molecular testing referred to in point (i), shall be referred immediately to the EU reference laboratory, with all the relevant information available. The samples shall be submitted to further investigation and confirmation by at least one alternative method, differing immunochemically from the original primary molecular method. The design of the secondary molecular testing, in accordance with the latest scientific knowledge and laboratory expertise, shall be approved on a case-by-case basis by the EU reference laboratory, as described in its guidelines. The EU reference laboratory shall be assisted by a panel of experts referred to as the Strain Typing Expert Group (STEG), as well as by a representative of the relevant national reference laboratory.

The results shall be interpreted by the EU reference laboratory assisted by the STEG, as well as a representative of the relevant national reference laboratory. The Commission shall be informed immediately about the outcome of that interpretation.’.

DECISIONS

COMMISSION IMPLEMENTING DECISION (EU) 2020/1594

of 29 October 2020

amending the Annex to Implementing Decision 2014/709/EU concerning animal health control measures relating to African swine fever in certain Member States

(notified under document C(2020) 7607)

(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,

Having regard to Council Directive 2002/99/EC of 16 December 2002 laying down the animal health rules governing the production, processing, distribution and introduction of products of animal origin for human consumption ⁽³⁾, and in particular Article 4(3) thereof,

Whereas:

- (1) Commission Implementing Decision 2014/709/EU ⁽⁴⁾ lays down animal health control measures in relation to African swine fever in certain Member States, where there have been confirmed cases of that disease in domestic or feral pigs (the Member States concerned). The Annex to that Implementing Decision demarcates and lists certain areas of the Member States concerned in Parts I to IV thereof, differentiated by the level of risk based on the epidemiological situation as regards that disease. The Annex to Implementing Decision 2014/709/EU has been amended several times to take account of changes in the epidemiological situation in the Union as regards African swine fever that need to be reflected in that Annex. The Annex to Implementing Decision 2014/709/EU was last amended by Commission Implementing Decision (EU) 2020/1568 ⁽⁵⁾, following changes in the epidemiological situation as regards that disease in Poland.
- (2) Since the date of adoption of Implementing Decision (EU) 2020/1568, there has been a new occurrence of African swine fever in domestic pigs in Romania.
- (3) In late October 2020, one outbreak of African swine fever in domestic pigs was observed in the county of Suceava in Romania in an area currently listed in Part II of the Annex to Implementing Decision 2014/709/EU. This outbreak of African swine fever in domestic pigs constitutes an increased level of risk, which should be reflected in that Annex. Accordingly, this area of Romania currently listed in Part II of that Annex affected by this recent outbreak of African swine fever, should now be listed in Part III of that Annex instead of in Part II thereof.

⁽¹⁾ OJ L 395, 30.12.1989, p. 13.

⁽²⁾ OJ L 224, 18.8.1990, p. 29.

⁽³⁾ OJ L 18, 23.1.2003, p. 11.

⁽⁴⁾ Commission Implementing Decision 2014/709/EU of 9 October 2014 concerning animal health control measures relating to African swine fever in certain Member States and repealing Implementing Decision 2014/178/EU (OJ L 295, 11.10.2014, p. 63).

⁽⁵⁾ Commission Implementing Decision (EU) 2020/1568 of 27 October 2020 amending the Annex to Implementing Decision 2014/709/EU concerning animal health control measures relating to African swine fever in certain Member States (OJ L 358, 28.10.2020, p. 69).

- (4) Following the recent outbreak of African swine fever in domestic pigs in Romania and taking into account the current epidemiological situation in the Union, regionalisation in this Member State has been reassessed and updated. In addition, the risk management measures in place have also been reassessed and updated. These changes need to be reflected in the Annex to Implementing Decision 2014/709/EU.
- (5) In order to take account of recent developments in the epidemiological situation of African swine fever in the Union, and in order to combat the risks associated with the spread of that disease in a proactive manner, new high-risk area of a sufficient size should be demarcated for Romania and duly listed in Part III of the Annex to Implementing Decision 2014/709/EU.
- (6) Given the urgency of the epidemiological situation in the Union as regards the spread of African swine fever, it is important that the amendments made to the Annex to Implementing Decision 2014/709/EU by this Decision take effect as soon as possible.
- (7) 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

The Annex to Implementing Decision 2014/709/EU is replaced by the text set out in the Annex to this Decision.

Article 2

This Decision is addressed to the Member States.

Done at Brussels, 29 October 2020.

For the Commission
Stella KYRIAKIDES
Member of the Commission

ANNEX

The Annex to Implementing Decision 2014/709/EU is replaced by the following:

‘ANNEX

PART I

1. Belgium

Les zones suivantes en Belgique:

dans la province de Luxembourg:

- la zone est délimitée, dans le sens des aiguilles d'une montre, par:
 - Frontière avec la France,
 - Rue Mersinhat à Florenville,
 - La N818 jusqu'à son intersection avec la N83,
 - La N83 jusqu'à son intersection avec la N884,
 - La N884 jusqu'à son intersection avec la N824,
 - La N824 jusqu'à son intersection avec Le Routeux,
 - Le Routeux,
 - Rue d'Orgéo,
 - Rue de la Vierre,
 - Rue du Bout-d'en-Bas,
 - Rue Sous l'Eglise,
 - Rue Notre-Dame,
 - Rue du Centre,
 - La N845 jusqu'à son intersection avec la N85,
 - La N85 jusqu'à son intersection avec la N40,
 - La N40 jusqu'à son intersection avec la N802,
 - La N802 jusqu'à son intersection avec la N825,
 - La N825 jusqu'à son intersection avec la E25-E411,
 - La E25-E411 jusqu'à son intersection avec la N40,
 - N40: Burnaimont, Rue de Luxembourg, Rue Ranci, Rue de la Chapelle,
 - Rue du Tombois,
 - Rue Du Pierroy,
 - Rue Saint-Orban,
 - Rue Saint-Aubain,
 - Rue des Cottages,
 - Rue de Relune,
 - Rue de Rulune,
 - Route de l'Ermitage,
 - N87: Route de Habay,
 - Chemin des Ecoliers,
 - Le Routy,
 - Rue Burgknapp,
 - Rue de la Halte,
 - Rue du Centre,

- Rue de l'Eglise,
- Rue du Marquisat,
- Rue de la Carrière,
- Rue de la Lorraine,
- Rue du Beynert,
- Millewée,
- Rue du Tram,
- Millewée,
- N4: Route de Bastogne, Avenue de Longwy, Route de Luxembourg,
- Frontière avec le Grand-Duché de Luxembourg,
- Frontière avec la France, jusque son intersection avec la Rue Mersinhat à Florenville.

2. Estonia

The following areas in Estonia:

- Hiiu maakond.

3. Hungary

The following areas in Hungary:

- Békés megye 950950, 950960, 950970, 951950, 952050, 952750, 952850, 952950, 953050, 953150, 953650, 953660, 953750, 953850, 953960, 954250, 954260, 954350, 954450, 954550, 954650, 954750, 954850, 954860, 954950, 955050, 955150, 955250, 955260, 955270, 955350, 955450, 955510, 955650, 955750, 955760, 955850, 955950, 956050, 956060, 956150 és 956160 kódszámú vadgazdálkodási egységeinek teljes területe,
- Bács-Kiskun megye 600150, 600850, 601550, 601650, 601660, 601750, 601850, 601950, 602050, 603250, 603750 és 603850 kódszámú vadgazdálkodási egységeinek teljes területe,
- Budapest 1 kódszámú, vadgazdálkodási tevékenységre nem alkalmas területe,
- Csongrád-Csanád megye 800150, 800160, 800250, 802220, 802260, 802310 és 802450 kódszámú vadgazdálkodási egységeinek teljes területe,
- Fejér megye 400150, 400250, 400351, 400352, 400450, 400550, 401150, 401250, 401350, 402050, 402350, 402360, 402850, 402950, 403050, 403250, 403350, 403450, 403550, 403650, 403750, 403950, 403960, 403970, 404570, 404650, 404750, 404850, 404950, 404960, 405050, 405750, 405850, 405950, 406050, 406150, 406550, 406650 és 406750 kódszámú vadgazdálkodási egységeinek teljes területe,
- Jász-Nagykun-Szolnok megye 750150, 750160, 750260, 750350, 750450, 750460, 754450, 754550, 754560, 754570, 754650, 754750, 754950, 755050, 755150, 755250, 755350 és 755450 kódszámú vadgazdálkodási egységeinek teljes területe,
- Komárom-Esztergom megye 250150, 250250, 250350, 250450, 250460, 250550, 250650, 250750, 250850, 250950, 251050, 251150, 251250, 251350, 251360, 251450, 251550, 251650, 251750, 251850, 252150 és 252250, kódszámú vadgazdálkodási egységeinek teljes területe,
- Pest megye 571550, 572150, 572250, 572350, 572550, 572650, 572750, 572850, 572950, 573150, 573250, 573260, 573350, 573360, 573450, 573850, 573950, 573960, 574050, 574150, 574350, 574360, 574550, 574650, 574750, 574850, 574860, 574950, 575050, 575150, 575250, 575350, 575550, 575650, 575750, 575850, 575950, 576050, 576150, 576250, 576350, 576450, 576650, 576750, 576850, 576950, 577050, 577150, 577350, 577450, 577650, 577850, 577950, 578050, 578150, 578250, 578350, 578360, 578450, 578550, 578560, 578650, 578850, 578950, 579050, 579150, 579250, 579350, 579450, 579460, 579550, 579650, 579750, 580250 és 580450 kódszámú vadgazdálkodási egységeinek teljes területe.

4. Latvia

The following areas in Latvia:

- Pāvilstas novads Vērgales pagasts,
- Stopiņu novads daļa, kas atrodas uz rietumiem no autoceļa V36, P4 un P5, Acones ielas, Dauguļupes ielas un Dauguļupītes,

- Grobiņas novads,
- Rucavas novada Dunikas pagasts.

5. Lithuania

The following areas in Lithuania:

- Klaipėdos rajono savivaldybės: Agluonėnų, Priekulės, Veiviržėnų, Judrėnų, Endriejavo ir Vėžaičių seniūnijos,
- Kretingos rajono savivaldybės: Darbėnų, Kretingos ir Žalgirio seniūnijos,
- Plungės rajono savivaldybės: Nausodžio sen dalis nuo kelio 166 į pietryčius ir Kulių seniūnija,
- Skuodo rajono savivaldybės: Lenkimų, Mosėdžio, Skuodo, Skuodo miesto seniūnijos.

6. Poland

The following areas in Poland:

w województwie warmińsko-mazurskim:

- gminy Wielbark i Rozogi w powiecie szczycieńskim,
- gminy Janowiec Kościelny, Janowo i część gminy Kozłowo położona na południe od linii wyznaczonej przez drogę łączącą miejscowości Rączki – Kownatki – Gardyny w powiecie nidzickim,
- powiat działdowski,
- gmina Dąbrówno w powiecie ostródzkim,
- gminy Kisielice, Susz, Iława z miastem Iława, Lubawa z miastem Lubawa, w powiecie iławskim,
- gmina Grodziczno w powiecie nowomiejskim,

w województwie podlaskim:

- gminy Wysokie Mazowieckie z miastem Wysokie Mazowieckie, Czyżew i część gminy Kulesze Kościelne położona na południe od linii wyznaczonej przez linię kolejną w powiecie wysokomazowieckim,
- gminy Miastkowo, Nowogród, Śniadowo i Zbójna w powiecie łomżyńskim,
- gminy Szumowo, Zambrów z miastem Zambrów i część gminy Kołaki Kościelne położona na południe od linii wyznaczonej przez linię kolejową w powiecie zambrowskim,

w województwie mazowieckim:

- powiat ostrołęcki,
- powiat miejski Ostrołęka,
- gminy Bielsk, Brudzeń Duży, Drobin, Gąbin, Łąck, Nowy Duninów, Radzanowo, Słupno i Stara Biała w powiecie płockim,
- powiat miejski Płock,
- powiat sierpecki,
- powiat żuromiński,
- gminy Andrzejewo, Brok, Stary Lubotyń, Szulborze Wielkie, Wąsewo, Ostrów Mazowiecka z miastem Ostrów Mazowiecka, część gminy Małkinia Górna położona na północ od rzeki Brok w powiecie ostrowskim,
- gminy Dzierzgowo, Lipowiec Kościelny, miasto Mława, Radzanów, Szreńsk, Szydłowo i Wieczfnia Kościelna, w powiecie mławskim,
- powiat przasnyski,
- powiat makowski,
- gminy Gzy, Obryte, Zatory, Pułtusk i część gminy Winnica położona na wschód od linii wyznaczonej przez drogę łączącą miejscowości Bielany, Winnica i Pokrzywnica w powiecie pułtuskim,
- gminy Brańszczyk, Długosiodło, Rząśnik, Wyszaków, Zabrodzie i część gminy Somianka położona na północ od linii wyznaczonej przez drogę nr 62 w powiecie wyszkowskim,
- gminy Kowala, Wierzbica, część gminy Wolanów położona na południe od linii wyznaczonej przez drogę nr 12 w powiecie radomskim,

- powiat miejski Radom,
- powiat szydłowiecki,
- powiat gostyniński,

w województwie podkarpackim:

- gminy Pruchnik, Rokietnica, Roźwienica, w powiecie jarosławskim,
- gminy Fredropol, Krasiczyn, Krzywczyna, Medyka, Orły, Żurawica, Przemyśl w powiecie przemyskim,
- powiat miejski Przemyśl,
- gminy Gać, Jawornik Polski, Kańczuga, część gminy wiejskiej Przeworsk położona na zachód od miasta Przeworsk i na zachód od linii wyznaczonej przez autostradę A4 biegnącą od granicy z gminą Tryńcza do granicy miasta Przeworsk, część gminy Zarzecze położona na zachód od linii wyznaczonej przez drogę nr 1594R biegnącą od północnej granicy gminy do miejscowości Zarzecze oraz na południe od linii wyznaczonej przez drogi nr 1617R oraz 1619R biegnącą do południowej granicy gminy w powiecie przeworskim,
- powiat łańcucki,
- gminy Trzebownisko, Głogów Małopolski i część gminy Sokołów Małopolski położona na południe od linii wyznaczonej przez drogę nr 875 w powiecie rzeszowskim,
- gminy Dzikowiec, Kolbuszowa, Niwiska i Raniżów w powiecie kolbuszowskim,
- gminy Borowa, Czermin, Gawłuszowice, Mielec z miastem Mielec, Padew Narodowa, Przecław, Tuszów Narodowy w powiecie mieleckim,

w województwie świętokrzyskim:

- powiat opatowski,
- powiat sandomierski,
- gminy Bogoria, Łubnice, Oleśnica, Osiek, Połaniec, Rytwiany i Staszów w powiecie staszowskim,
- gmina Skarżysko Kościelne w powiecie skarżyskim,

gmina Wąchock, część gminy Brody położona na zachód od linii wyznaczonej przez drogę nr 9 oraz na południowy – zachód od linii wyznaczonej przez drogi: nr 0618T biegnącą od północnej granicy gminy do skrzyżowania w miejscowości Lipie, drogę biegnącą od miejscowości Lipie do wschodniej granicy gminy oraz na północ od drogi nr 42 i część gminy Mirzec położona na zachód od linii wyznaczonej przez drogę nr 744 biegnącą od południowej granicy gminy do miejscowości Tychów Stary a następnie przez drogę nr 0566T biegnącą od miejscowości Tychów Stary w kierunku północno – wschodnim do granicy gminy w powiecie starachowickim,

- powiat ostrowiecki,
- gminy Gowarczów, Końskie i Stąporków w powiecie koneckim,

w województwie łódzkim:

- gminy Łyszkowice, Kocierzew Południowy, Kiernoza, Chąsno, Nieborów, część gminy wiejskiej Łowicz położona na północ od linii wyznaczonej przez drogę nr 92 biegnącej od granicy miasta Łowicz do zachodniej granicy gminy oraz część gminy wiejskiej Łowicz położona na wschód od granicy miasta Łowicz i na północ od granicy gminy Nieborów w powiecie łowickim,
- gminy Biała Rawska, Cielądz, Rawa Mazowiecka z miastem Rawa Mazowiecka i Regnów w powiecie rawskim,
- powiat skierniewicki,
- powiat miejski Skierniewice,
- gminy Białaczów, Mniszków, Paradyż, Sławno i Żarnów w powiecie opoczyńskim,
- gminy Czerniewice, Inowódz, Lubochnia, Rzeczyca, Tomaszów Mazowiecki z miastem Tomaszów Mazowiecki i Zelechlinek w powiecie tomaszowskim,

w województwie pomorskim:

- gminy Ostaszewo, miasto Krynica Morska oraz część gminy Nowy Dwór Gdański położona na południowy – zachód od linii wyznaczonej przez drogę nr 55 biegnącą od południowej granicy gminy do skrzyżowania z drogą nr 7, następnie przez drogę nr 7 i S7 biegnącą do zachodniej granicy gminy w powiecie nowodworskim,
- gminy Lichnowy, Miłoradz, Nowy Staw, Malbork z miastem Malbork w powiecie malborskim,
- gminy Mikołajki Pomorskie, Stary Targ i Sztum w powiecie sztumskim,

- powiat gdański,
- Miasto Gdańsk,
- powiat tczewski,
- powiat kwidzyński,

w województwie lubuskim:

- gminy Międzyrzecz, Pszczew, część gminy Trzciel położona na północ od linii wyznaczonej przez drogę nr 92 w powiecie międzyrzeckim,
- część gminy Lubrza położona na północ od linii wyznaczonej przez autostradę A2, część gminy Łagów położona na północ od linii wyznaczonej przez autostradę A2, część gminy Świebodzin położona na północ od linii wyznaczonej przez autostradę A2 w powiecie świebodzińskim,
- gmina Ośno Lubuskie powiecie słubickim,
- gminy Krzeszyce, Sulęcín i część gminy Torzym położona na północ od linii wyznaczonej przez autostradę A2 w powiecie sulęcińskim,
- gminy Bogdaniec, Lubiszyn i część gminy Witnica położona na północny – wschód od drogi biegnącej od zachodniej granicy gminy od miejscowości Krześnica, przez miejscowości Kamień Wielki – Mościce -Witnica – Kłopotowo do południowej granicy gminy w powiecie gorzowskim,

w województwie dolnośląskim:

- gminy Bolesławiec z miastem Bolesławiec, Gromadka i Osiecznica w powiecie bolesławieckim,
- gmina Węgliniec w powiecie zgorzeleckim,
- gmina Chocianów i część gminy Przemków położona na południe od linii wyznaczonej przez drogę nr 12 w powiecie polkowickim,
- gmina Jemielno, Niechlów i Góra w powiecie górowskim,
- gmina Rudna i Lubin z miastem Lubin w powiecie lubińskim,

w województwie wielkopolskim:

- gminy Krzemieniewo, Rydzyna, część gminy Świąciechowa położona na południe od linii wyznaczonej przez drogę nr 12 w powiecie leszczyńskim,
- część gminy Kwilcz położona na południe od linii wyznaczonej przez drogę nr 24, część gminy Międzychód położona na południe od linii wyznaczonej przez drogę nr 24 w powiecie międzychodzkiem,
- gminy Lwówek, Kuślin, Opalenica, część gminy Miedzichowo położona na północ od linii wyznaczonej przez drogę nr 92, część gminy Nowy Tomyśl położona na wschód od linii wyznaczonej przez drogę nr 305 w powiecie nowotomyskim,
- gminy Granowo, Grodzisk Wielkopolski i część gminy Kamieniec położona na wschód od linii wyznaczonej przez drogę nr 308 w powiecie grodziskim,
- gminy Czempin, miasto Kościan, część gminy wiejskiej Kościan położona na północny – zachód od linii wyznaczonej przez drogę nr 5 oraz na wschód od linii wyznaczonej przez kanał Obry, część gminy Krzywiń położona na wschód od linii wyznaczonej przez kanał Obry w powiecie kościańskim,
- powiat miejski Poznań,
- gminy Swarzędz, Pobiedziska, Czerwonak, Mosina, miasto Luboń, miasto Puszczykowo, część gminy Komorniki położona na wschód od linii wyznaczonej przez drogę nr 5, część gminy Stęszew położona na południowy – wschód od linii wyznaczonej przez drogi nr 5 i 32 i część gminy Kórnik położona na zachód od linii wyznaczonych przez drogi: nr S11 biegnącą od północnej granicy gminy do skrzyżowania z drogą nr 434 i drogę nr 434 biegnącą od tego skrzyżowania do południowej granicy gminy, część gminy Rokietnica położona na południowy zachód od linii kolejowej biegnącej od północnej granicy gminy w miejscowości Krzyszkowo do południowej granicy gminy w miejscowości Kiekrz oraz część gminy wiejskiej Murowana Goślina położona na południe od linii kolejowej biegnącej od północnej granicy miasta Murowana Goślina do północno-wschodniej granicy gminy w powiecie poznańskim,
- gmina Kiszkowo i część gminy Kłecko położona na zachód od rzeki Mała Wełna w powiecie gnieźnieńskim,

- gminy Lubasz, Czarnków z miastem Czarnków, część gminy Połajewo na północ od drogi łączącej miejscowości Chraplewo, Tarnówko-Boruszyn, Krosin, Jakubowo, Połajewo – ul. Ryczywolska do północno-wschodniej granicy gminy oraz część gminy Wieleń położona na południe od linii kolejowej biegnącej od wschodniej granicy gminy przez miasto Wieleń i miejscowość Herburtowo do zachodniej granicy gminy w powiecie czarnkowsko-trzcianeckim,
 - gminy Pniewy, Ostroróg, Wronki, miasto Szamotuły i część gminy Szamotuły położona na zachód od zachodniej granicy miasta Szamotuły i na południe od linii kolejowej biegnącej od południowej granicy miasta Szamotuły, do południowo-wschodniej granicy gminy oraz część gminy Obrzycko położona na zachód od drogi nr 185 łączącej miejscowości Gaj Mały, Słapanowo i Obrzycko do północnej granicy miasta Obrzycko, a następnie na zachód od drogi przebiegającej przez miejscowość Chraplewo oraz część gminy Duszniki położona na zachód od linii wyznaczonej przez drogę nr 306 biegnącą od południowej granicy gminy do skrzyżowania z drogą nr 92 oraz na północ od linii wyznaczonej przez drogę nr 92 biegnącą od wschodniej granicy gminy do skrzyżowania z drogą nr 306, część gminy Kaźmierz położona na północ i na zachód od linii wyznaczonych przez drogi: nr 92 biegnącą od zachodniej granicy gminy do skrzyżowania z drogą łączącą miejscowości Witkowice – Gorszewice – Kaźmierz (wzdłuż ulic Czeresniowa, Dworcowa, Marii Konopnickiej) – Chlewiska, biegnącą do wschodniej granicy gminy w powiecie szamotulskim,
 - gmina Budzyń w powiecie chodzieskim,
 - gminy Mieścisko, Skoki i Wągrowiec z miastem Wągrowiec w powiecie wągrowieckim,
 - gmina Dobrzyca i część gminy Gizalki położona na północ od linii wyznaczonej przez drogę nr 443 w powiecie pleszewskim,
 - gmina Zagórów w powiecie słupeckim,
 - gmina Pyzdry w powiecie wrzesińskim,
 - gminy Kotlin, Żerków i część gminy Jarocin położona na wschód od linii wyznaczonej przez drogi nr S11 i 15 w powiecie jarocińskim,
 - gmina Rozdrażew, część gminy Koźmin Wielkopolski położona na wschód od linii wyznaczonej przez drogę nr 15, część gminy Krotoszyn położona na wschód od linii wyznaczonej przez drogę nr 15 oraz na wschód od granic miasta Krotoszyn w powiecie krotoszyńskim,
 - gminy Nowe Skalmierzyce, Raszków, Ostrów Wielkopolski z miastem Ostrów Wielkopolski w powiecie ostrowskim,
 - powiat miejski Kalisz,
 - gminy Ceków – Kolonia, Godziesze Wielkie, Koźminek, Lisków, Mycielin, Opatówek, Szczytniki w powiecie kaliskim,
 - gmina Małanów i część gminy Tuliszków położona na zachód od linii wyznaczonej przez drogę nr 72 w powiecie tureckim,
 - gminy Rychwał, Rzgów, część gminy Grodziec położona na północ od linii wyznaczonej przez drogę nr 443, część gminy Stare Miasto położona na południe od linii wyznaczonej przez autostradę nr A2 w powiecie konińskim,
- w województwie zachodniopomorskim:
- część gminy Boleszkowice położona na północny wschód od linii wyznaczonej przez drogę nr 31 i część gminy Dębno położona na północ od linii wyznaczonej przez drogę nr 31 biegnącą od zachodniej granicy gminy do miejscowości Sarbinowo, a następnie na północ od linii wyznaczonej przez drogę biegnącą od miejscowości Sarbinowo przez miejscowość Krześnica do wschodniej granicy gminy w powiecie myśliborskim,
 - gmina Mieszkowice w powiecie gryfińskim.

7. Slovakia

The following areas in Slovakia:

- the whole district of Vranov nad Topľou, except municipalities included in part II,
- the whole district of Humenné,
- the whole district of Snina,
- the whole district of Sobrance, except municipalities included in part III,

- in the district of Michalovce municipality Strážske,
- in the district of Gelnica, the whole municipalities of Uhorná, Smolnícka Huta, Mníšek nad Hnilcom, Prakovce, Helcmanovce, Gelnica, Kojšov, Veľký Folkmár, Jaklovce, Žakarovce, Margecany, Henclová and Stará Voda,
- in the district of Prešov, the whole municipalities of Klenov, Miklušovce, Sedlice, Suchá dolina, Janov, Radatice, Lubovec, Ličartovce, Drienovská Nová Ves, Kendice, Petrovany, Drienov, Lemešany, Janovík, Bretejovce, Seniakovce, Šarišské Bohdanovce, Varhaňovce, Brestov Mirkovce, Žehňa, and Červenica,
- Dulova Ves, Záborské, Kokošovce, Abranovce, Lesíček, Zlatá Baňa, Ruská Nová Ves, Teriakovce, Podhradník, Okružná, Trnkov, Vyšná Šebastová and Šarišská Poruba,
- in the district of Rožňava, the whole municipalities of Brzotín, Gočaltovo, Honce, Jovice, Kružná, Kunová Teplica, Pača, Pašková, Pašková, Rakovnica,
- Rozložná, Rožňavské Bystré, Rožňava, Rudná, Štítnik, Vidová, Čučma and Betliar,
- in the district of Revúca, the whole municipalities of Držkovce, Chvalová, Gemerské Teplice, Gemerský Sad, Hucín, Jelšava, Leváre, Licince, Nadraž, Prihradzaný, Sekerešovo, Šivetice, Kameňany, Višňové, Rybník and Sása,
- in the district of Michalovce, the whole municipality of Strážske,
- in the district of Rimavská Sobota, municipalities located south of the road No 526 not included in Part II,
- in the district of Lučenec, the whole municipalities of Trenč, Veľká nad Ipľom, Jelšovec, Panické Dravce, Lučenec, Kalonda, Rapovce, Trebeľovce, Mučín, Lipovany, Pleš, Fiľakovské Kováče, Ratka, Fiľakovo, Biskupice, Belina, Radzovce, Čakanovce, Šiatorská Bukovinka, Čamovce, Šurice, Halič, Mašková, Ľuboreč, Šíd and Prša,
- in the district of Veľký Krtíš, the whole municipalities of Ipel'ské Predmostie, Veľká Ves nad Ipľom, Sečianky, Kleňany, Hrušov, Vinica, Balog nad Ipľom, Dolinka, Kosihy nad Ipľom, Ďurkovce, Širákov, Kamenné Kosihy, Seľany, Veľká Čalomija, Malá Čalomija, Koláre, Trebušovce, Chrastince, Lesenice, Slovenské Ďarmoty, Opatovská Nová Ves, Bátorová, Nenince, Záhorce, Želovce, Sklabiná, Nová Ves, Obeckov, Vrbovka, Kiarov, Kováčovce, Zombor, Olováry, Čeláre, Glabušovce, Veľké Straciny, Malé Straciny, Malý Krtíš, Veľký Krtíš, Pôtor, Veľké Zlievce, Malé Zlievce, Bušince, Muľa, Ľuboriečka, Dolná Strehová, Vieska, Slovenské Kľačany, Horná Strehová, Chrtány and Závada.

8. Greece

The following areas in Greece:

- in the regional unit of Drama:
 - the community departments of Sidironero and Skaloti and the municipal departments of Livadero and Ksiropotamo (in Drama municipality),
 - the municipal department of Paranesti (in Paranesti municipality),
 - the municipal departments of Kokkinogeia, Mikropoli, Panorama, Pyrgoi (in Prosotsani municipality),
 - the municipal departments of Kato Nevrokopi, Chrysokéfalo, Achladea, Vathytopos, Volakas, Granitis, Dasotos, Eksohi, Katafyto, Lefkogeia, Mikrokleisoura, Mikromilea, Ochyro, Pagoneri, Perithorio, Kato Vrontou and Potamoi (in Kato Nevrokopi municipality),
- in the regional unit of Xanthi:
 - the municipal departments of Kimmerion, Stavroupoli, Gerakas, Dafnonas, Komnina, Kariofyto and Neochori (in Xanthi municipality),
 - the community departments of Satres, Thermes, Kotyli, and the municipal departments of Myki, Echinós and Oraio and (in Myki municipality),
 - the community department of Selero and the municipal department of Sounio (in Avdira municipality),
- in the regional unit of Rodopi:
 - the municipal departments of Komotini, Anthochorio, Gratini, Thrylorio, Kalhas, Karydia, Kikidio, Kosmio, Pandrosos, Aigeiros, Kallisti, Meleti, Neo Sidirochori and Mega Doukato (in Komotini municipality),
 - the municipal departments of Ipio, Arriana, Darmeni, Archontika, Fillyra, Ano Drosini, Aratos and the Community Departments Kehros and Organi (in Arriana municipality),

- the municipal departments of Iasmos, Sostis, Asomatoi, Polyanthos and Amvrosia and the community department of Amaxades (in Iasmos municipality),
- the municipal department of Amaranta (in Maroneia Sapon municipality),
- in the regional unit of Evros:
 - the municipal departments of Kyriaki, Mandra, Mavrokklisi, Mikro Dereio, Protokklisi, Roussa, Goniko, Geriko, Sidirochori, Megalo Derio, Sidiro, Giannouli, Agriani and Petroloufos (in Soufli municipality),
 - the municipal departments of Dikaia, Arzos, Elaia, Therapio, Komara, Marasia, Ormenio, Pentaloufos, Petrota, Plati, Ptelea, Kyprinos, Zoni, Fulakio, Spilaio, Nea Vyssa, Kavili, Kastanies, Rizia, Sterna, Ampelakia, Valtos, Megali Doxipara, Neochori and Chandras (in Orestiada municipality),
 - the municipal departments of Asvestades, Ellinochori, Karoti, Koufovouno, Kiani, Mani, Sitochori, Alepochori, Asproneri, Metaxades, Vrysika, Doksa, Elafoxori, Ladi, Paliouri and Poimeniko (in Didymoteicho municipality),
- in the regional unit of Serres:
 - the municipal departments of Kerkini, Livadia, Makrynitsa, Neochori, Platanakia, Petritsi, Akritochori, Vyroneia, Gonimo, Mandraki, Megalochori, Rodopoli, Ano Poroia, Katw Poroia, Sidirokastro, Vamvakophyto, Promahonas, Kamaroto, Strymonochori, Charopo, Kastanousi and Chorero and the community departments of Achladochori, Agkistro and Kapnophyto (in Sintiki municipality),
 - the municipal departments of Serres, Elaionas and Oinoussa and the community departments of Orini and Ano Vrontou (in Serres municipality),
 - the municipal departments of Dasochoriou, Irakleia, Valtero, Karperi, Koimisi, Lithotopos, Limnochori, Podismeno and Chrysochorafa (in Irakleia municipality).

PART II

1. **Belgium**

Les zones suivantes en Belgique:

dans la province de Luxembourg:

- la zone est délimitée, dans le sens des aiguilles d'une montre, par:
 - La Rue de la Station (N85) à Florenville jusque son intersection avec la N894,
 - La N894 jusque son intersection avec la rue Grande,
 - La rue Grande jusque son intersection avec la rue de Neufchâteau,
 - La rue de Neufchâteau jusque son intersection avec Hosseuse,
 - Hosseuse,
 - La Roquignole,
 - Les Chanvières,
 - La Fosse du Loup,
 - Le Sart,
 - La N801 jusque son intersection avec la rue de l'Accord,
 - La rue de l'Accord,
 - La rue du Fet,
 - La N40 jusque son intersection avec la E25-E411,
 - La E25-E411 jusque son intersection avec la N81 au niveau de Weyler,
 - La N81 jusque son intersection avec la N883 au niveau d'Aubange,
 - La N883 jusque son intersection avec la N88 au niveau d'Aubange,
 - La N88 jusque son intersection avec la N811,
 - La N811 jusque son intersection avec la rue Baillet Latour,
 - La rue Baillet Latour jusque son intersection avec la N88,

- La N88 (rue Baillet Latour, rue Fontaine des Dames, rue Yvan Gils, rue de Virton, rue de Gérardville, Route de Meix) jusque son intersection avec la N981,
- La N981 (rue de Virton) jusque son intersection avec la N83,
- La N83 (rue du Faing, rue de Bouillon, rue Albert 1er, rue d'Arlon) jusque son intersection avec la N85 (Rue de la Station) à Florenville.

2. Bulgaria

The following areas in Bulgaria:

- the whole region of Haskovo,
- the whole region of Yambol,
- the whole region of Stara Zagora,
- the whole region of Pernik,
- the whole region of Kyustendil,
- the whole region of Plovdiv,
- the whole region of Pazardzhik,
- the whole region of Smolyan,
- the whole region of Burgas excluding the areas in Part III.

3. Estonia

The following areas in Estonia:

- Eesti Vabariik (välja arvatud Hiiu maakond).

4. Hungary

The following areas in Hungary:

- Békés megye 950150, 950250, 950350, 950450, 950550, 950650, 950660, 950750, 950850, 950860, 951050, 951150, 951250, 951260, 951350, 951450, 951460, 951550, 951650, 951750, 952150, 952250, 952350, 952450, 952550, 952650, 953250, 953260, 953270, 953350, 953450, 953550, 953560, 953950, 954050, 954060, 954150, 956250, 956350, 956450, 956550, 956650 és 956750 kódszámú vadgazdálkodási egységeinek teljes területe,
- Borsod-Abaúj-Zemplén megye valamennyi vadgazdálkodási egységének teljes területe,
- Fejér megye 403150, 403160, 403260, 404250, 404550, 404560, 405450, 405550, 405650, 406450 és 407050 kódszámú vadgazdálkodási egységeinek teljes területe,
- Hajdú-Bihar megye valamennyi vadgazdálkodási egységének teljes területe,
- Heves megye valamennyi vadgazdálkodási egységének teljes területe,
- Jász-Nagykun-Szolnok megye 750250, 750550, 750650, 750750, 750850, 750970, 750980, 751050, 751150, 751160, 751250, 751260, 751350, 751360, 751450, 751460, 751470, 751550, 751650, 751750, 751850, 751950, 752150, 752250, 752350, 752450, 752460, 752550, 752560, 752650, 752750, 752850, 752950, 753060, 753070, 753150, 753250, 753310, 753450, 753550, 753650, 753660, 753750, 753850, 753950, 753960, 754050, 754150, 754250, 754360, 754370, 754850, 755550, 755650 és 755750 kódszámú vadgazdálkodási egységeinek teljes területe,
- Komárom-Esztergom megye: 251950, 252050, 252350, 252450, 252460, 252550, 252650, 252750, 252850, 252860, 252950, 252960, 253050, 253150, 253250, 253350, 253450 és 253550 kódszámú vadgazdálkodási egységeinek teljes területe,
- Nógrád megye valamennyi vadgazdálkodási egységeinek teljes területe,
- Pest megye 570150, 570250, 570350, 570450, 570550, 570650, 570750, 570850, 570950, 571050, 571150, 571250, 571350, 571650, 571750, 571760, 571850, 571950, 572050, 573550, 573650, 574250, 577250, 580050 és 580150 kódszámú vadgazdálkodási egységeinek teljes területe,
- Szabolcs-Szatmár-Bereg megye valamennyi vadgazdálkodási egységének teljes területe.

5. Latvia

The following areas in Latvia:

- Ādažu novads,
- Aizputes novads, Aizputes, Cīravas un Lažas pagasts, Kalvenes pagasta daļa uz rietumiem no ceļa pie Vārtājas upes līdz autoceļam A9, uz dienvidiem no autoceļa A9, uz rietumiem no autoceļa V1200, Kazdangas pagasta daļa uz rietumiem no ceļa V1200, P115, P117, V1296, Aizputes pilsēta,
- Aglonas novads,
- Aizkraukles novads,
- Aknīstes novads,
- Alojās novads,
- Alsungas novads,
- Alūksnes novads,
- Amatas novads,
- Apes novads,
- Auces novads,
- Babītes novads,
- Baldones novads,
- Baltinavas novads,
- Balvu novads,
- Bauskas novads,
- Beverīnas novads,
- Brocēnu novads,
- Burtnieku novads,
- Carnikavas novads,
- Cēsu novads,
- Cesvaines novads,
- Ciblas novads,
- Dagdas novads,
- Daugavpils novads,
- Dobeles novads,
- Dundagas novads,
- Durbes novads,
- Engures novads,
- Ērgļu novads,
- Garkalnes novads,
- Gulbenes novads,
- Iecavas novads,
- Ikšķiles novads,
- Ilūkstes novads,
- Inčukalna novads,
- Jaunjelgavas novads,
- Jaunpiebalgas novads,

- Jaunpils novads,
- Jēkabpils novads,
- Jelgavas novads,
- Kandavas novads,
- Kārsavas novads,
- Ķeguma novads,
- Ķekavas novads,
- Kocēnu novads,
- Kokneses novads,
- Krāslavas novads,
- Krimuldas novads,
- Krustpils novads,
- Kuldīgas novada, Laidu pagasta daļa uz ziemeļiem no autoceļa V1296, Padures, Rumbas, Rendas, Kabiles, Vārmes, Pelču, Ēdoles, Īvandes, Kurmāles, Turlavas, Gudenieku un Snēpeles pagasts, Kuldīgas pilsēta,
- Lielvārdes novads,
- Līgatnes novads,
- Limbažu novads,
- Līvānu novads,
- Lubānas novads,
- Ludzas novads,
- Madonas novads,
- Mālpils novads,
- Mārupes novads,
- Mazsalacas novads,
- Mērsraga novads,
- Naukšēnu novads,
- Neretas novads,
- Ogres novads,
- Olaines novads,
- Ozolnieku novads,
- Pārgaujas novads,
- Pāvilostas novada Sakas pagasts, Pāvilostas pilsēta,
- Pļaviņu novads,
- Preiļu novads,
- Priekules novads,
- Priekule novads,
- Raunas novads,
- republikas pilsēta Daugavpils,
- republikas pilsēta Jelgava,
- republikas pilsēta Jēkabpils,
- republikas pilsēta Jūrmala,

- republikas pilsēta Rēzekne,
- republikas pilsēta Valmiera,
- Rēzeknes novads,
- Riebiņu novads,
- Rojas novads,
- Ropažu novads,
- Rugāju novads,
- Rundāles novads,
- Rūjienas novads,
- Salacgrīvas novads,
- Salas novads,
- Salaspils novads,
- Saldus novads,
- Saulkrastu novads,
- Sējas novads,
- Siguldas novads,
- Skrīveru novads,
- Skrundas novada Raņķu pagasta daļa uz ziemeļiem no autoceļa V1272 līdz robežai ar Ventas upi, Skrundas pagasta daļa no Skrundas uz ziemeļiem no autoceļa A9 un austrumiem no Ventas upes,
- Smiltenes novads,
- Stopiņu novada daļa, kas atrodas uz austrumiem no autoceļa V36, P4 un P5, Acones ielas, Dauguļupes ielas un Dauguļupītes,
- Strenču novads,
- Talsu novads,
- Tērvetes novads,
- Tukuma novads,
- Vaiņodes novada Vaiņodes pagasts un Embūtes pagasta daļa uz dienvidiem autoceļa P116, P106,
- Valkas novads,
- Varakļānu novads,
- Vārkavas novads,
- Vecpiebalgas novads,
- Vecumnieku novads,
- Ventspils novads,
- Viesītes novads,
- Viļakas novads,
- Viļānu novads,
- Zilupes novads.

6. Lithuania

The following areas in Lithuania:

- Alytaus miesto savivaldybė,
- Alytaus rajono savivaldybė,

- Anykščių rajono savivaldybė,
- Akmenės rajono savivaldybė,
- Birštono savivaldybė,
- Biržų miesto savivaldybė,
- Biržų rajono savivaldybė,
- Druskininkų savivaldybė,
- Elektrėnų savivaldybė,
- Ignalinos rajono savivaldybė,
- Jonavos rajono savivaldybė,
- Joniškio rajono savivaldybė,
- Jurbarko rajono savivaldybė: Eržvilko, Girdžių, Jurbarko miesto, Jurbarkų, Raudonės, Šimkaičių, Skirsnemunės, Smalininkų, Veliuonos ir Viešvilės seniūnijos,
- Kaišiadorių rajono savivaldybė,
- Kalvarijos savivaldybė,
- Kauno miesto savivaldybė,
- Kauno rajono savivaldybė: Akademijos, Alšėnų, Batniavos, Ežerėlio, Domeikavos, Garliavos, Garliavos apylinkių, Karmėlavos, Kulautuvos, Lapių, Linksmakalnio, Neveronių, Raudondvario, Ringaudų, Rokų, Samylų, Taurakiemio, Vandžiogalos, Užliedžių, Vilkijos, ir Zapyškio seniūnijos, Babtų seniūnijos dalis į rytus nuo kelio A1, ir Vilkijos apylinkių seniūnijos dalis į vakarus nuo kelio Nr. 1907,
- Kazlų rūdų savivaldybė,
- Kelmės rajono savivaldybė,
- Kėdainių rajono savivaldybė: Dotnuvos, Gudžiūnų, Kėdainių miesto, Krakių, Pelėdnagių, Surviliškio, Šėtos, Truskavos, Vilainių ir Josvainių seniūnijos dalis į šiaurę ir rytus nuo kelio Nr. 229 ir Nr. 2032,
- Kupiškio rajono savivaldybė,
- Kretingos rajono savivaldybė: Imbarės, Kūlpėnų ir Kartenos seniūnijos,
- Lazdijų rajono savivaldybė,
- Marijampolės savivaldybė,
- Mažeikių rajono savivaldybė,
- Molėtų rajono savivaldybė: Alantos seniūnijos dalis į vakarus nuo kelio 119 ir į šiaurę nuo kelio Nr. 2828, Balninkų, Dubingių, Giedraičių, Joniškio ir Videniškių seniūnijos,
- Pagėgių savivaldybė,
- Pakruojo rajono savivaldybė,
- Panevėžio rajono savivaldybė,
- Panevėžio miesto savivaldybė,
- Pasvalio rajono savivaldybė,
- Radviliškio rajono savivaldybė,
- Rietavo savivaldybė,
- Prienų rajono savivaldybė,
- Plungės rajono savivaldybė: Žlibinų, Stalgėnų, Nausodžio sen. dalis nuo kelio Nr. 166 į šiaurės vakarus, Plungės miesto ir Šateikių seniūnijos,
- Raseinių rajono savivaldybė: Betygalos, Girkalnio, Kalnujų, Nemakščių, Pajojukų, Paliepių, Raseinių miesto, Raseinių, Šiluvos, Viduklės seniūnijos,
- Rokiškio rajono savivaldybė,
- Skuodo rajono savivaldybės: Aleksandrijos ir Ylakių seniūnijos,

- Šakių rajono savivaldybė,
- Šalčininkų rajono savivaldybė,
- Šiaulių miesto savivaldybė,
- Šiaulių rajono savivaldybė,
- Šilutės rajono savivaldybė,
- Širvintų rajono savivaldybė,
- Šilalės rajono savivaldybė,
- Švenčionių rajono savivaldybė,
- Tauragės rajono savivaldybė,
- Telšių rajono savivaldybė,
- Trakų rajono savivaldybė,
- Ukmergės rajono savivaldybė,
- Utenos rajono savivaldybė,
- Varėnos rajono savivaldybė,
- Vilniaus miesto savivaldybė,
- Vilniaus rajono savivaldybė,
- Vilkaviškio rajono savivaldybė,
- Visagino savivaldybė,
- Zarasų rajono savivaldybė.

7. Poland

The following areas in Poland:

w województwie warmińsko-mazurskim:

- gminy Kalinowo, Stare Juchy, część gminy Prostki położona na wschód od linii wyznaczonej przez drogę biegnącą od północnej granicy gminy łączącą miejscowości Żelazki – Dąbrowskie – Długosze do południowej granicy gminy i część gminy wiejskiej Elk położona na północ od linii wyznaczonej przez drogę nr 667 biegnącą od miejscowości Bajtkowo do miejscowości Nowa Wieś Elcka, a następnie na północ od linii wyznaczonej przez rzekę Elk biegnącą od miejscowości Nowa Wieś Elcka do wschodniej granicy gminy w powiecie elckim,
- powiat elbląski,
- powiat miejski Elbląg,
- powiat gołdapski,
- gminy Orzysz, Pisz, Ruciane – Nida oraz część gminy Biała Piska położona na zachód od linii wyznaczonej przez drogę 667 biegnącą od północnej granicy gminy do miejscowości Biała Piska, a następnie na południe od linii wyznaczonej przez drogę nr 58 biegnącą od miejscowości Biała Piska do wschodniej granicy gminy w powiecie piskim,
- gminy Górowo Iławeckie z miastem Górowo Iławeckie i Sępólno w powiecie bartoszyckim,
- gminy Biskupiec, Kolno, część gminy Olsztynek położona na południe od linii wyznaczonej przez drogę nr S51 biegnącą od wschodniej granicy gminy do miejscowości Ameryka oraz na zachód od linii wyznaczonej przez drogę biegnącą od skrzyżowania z drogą S51 do północnej granicy gminy, łączącej miejscowości Mańki – Mycyny – Ameryka w powiecie olsztyńskim,
- gmina Grunwald, część gminy Małdyty położona na zachód od linii wyznaczonej przez drogę nr S7, część gminy Miłomłyn położona na zachód od linii wyznaczonej przez drogę nr S7, część gminy wiejskiej Ostróda położona na zachód od linii wyznaczonej przez drogę nr S7 oraz na południe od drogi nr 16, część miasta Ostróda położona na zachód od linii wyznaczonej przez drogę nr S7 w powiecie ostródzkim,
- powiat giżycki,

- powiat braniewski,
 - powiat kętrzyński,
 - gminy Lubomino i Orneta w powiecie lidzbarskim,
 - gmina Nidzica i część gminy Kozłowo położona na północ od linii wyznaczonej przez drogę łączącą miejscowości Rączki – Kownatki – Gardyny w powiecie nidzickim,
 - gminy Dźwierzuty, Jedwabno, Pasym, Szczytno i miasto Szczytno i Świętajno w powiecie szczycieńskim,
 - powiat mrągowski,
 - gmina Zalewo w powiecie iławskim,
 - powiat węgorzewski,
- w województwie podlaskim:
- powiat bielski,
 - gminy Radziłów, Rajgród Wąsosz, część gminy wiejskiej Grajewo położona na południe o linii wyznaczonej przez drogę biegnącą od zachodniej granicy gminy łączącą miejscowości: Mareckie – Łękowo – Kacprowo – Ruda, a następnie od miejscowości Ruda na południe od rzeki Binduga uchodzącej do rzeki Elk i następnie na południe od linii wyznaczonej przez rzekę Elk od ujścia rzeki Binduga do wschodniej granicy gminy w powiecie grajewskim,
 - powiat moniecki,
 - powiat sejneński,
 - gminy Łomża, Piątnica, Jedwabne, Przytuły i Wizna w powiecie łomżyńskim,
 - powiat miejski Łomża,
 - powiat siemiatycki,
 - powiat hajnowski,
 - gminy Ciechanowiec, Klukowo, Szepietowo, Kobylin-Borzymy, Nowe Piekuty, Sokoły i część gminy Kulesze Kościelne położona na północ od linii wyznaczonej przez linię kolejową w powiecie wysokomazowieckim,
 - gmina Rutki i część gminy Kołaki Kościelne położona na północ od linii wyznaczonej przez linię kolejową w powiecie zambrowskim,
 - powiat kolneński z miastem Kolno,
 - powiat białostocki,
 - gminy Filipów, Jeleniewo, Przerośl, Raczki, Rutka-Tartak, Suwałki, Szypłiszki Wiżajny oraz część gminy Bakalarzewo położona na północ od linii wyznaczonej przez drogę 653 biegnącej od zachodniej granicy gminy do skrzyżowania z drogą 1122B oraz na wschód od linii wyznaczonej przez drogę nr 1122B biegnącą od drogi 653 w kierunku południowym do skrzyżowania z drogą 1124B i następnie na północny – wschód od drogi nr 1124B biegnącej od skrzyżowania z drogą 1122B do granicy z gminą Raczki w powiecie suwalskim,
 - powiat miejski Suwałki,
 - powiat augustowski,
 - powiat sokółski,
 - powiat miejski Białystok,
- w województwie mazowieckim:
- powiat siedlecki,
 - powiat miejski Siedlce,
 - gminy Bielany, Ceranów, Jabłonna Lacka, Kosów Lacki, Repki, Sabnie, Sterdyń i gmina wiejska Sokołów Podlaski w powiecie sokołowskim,
 - powiat węgrowski,
 - powiat łosicki,
 - powiat ciechanowski,
 - powiat sochaczewski,

- gminy Policzna, Przyłęk, Tczów i Zwolen w powiecie zwoleńskim,
- powiat kozienicki,
- gminy Chotcza i Solec nad Wisłą w powiecie lipskim,
- gminy Gózd, Jastrzębia, Jedlnia Letnisko, Pionki z miastem Pionki, Skaryszew, Jedlińsk, Przytyk, Zakrzew, część gminy Iłża położona na zachód od linii wyznaczonej przez drogę nr 9, część gminy Wolanów położona na północ od drogi nr 12 w powiecie radomskim,
- gminy Bodzanów, Bulkowo, Staroźreby, Słubice, Wyszogród i Mała Wieś w powiecie płońskim,
- powiat nowodworski,
- powiat płoński,
- gminy Pokrzywnica, Świercze i część gminy Winnica położona na zachód od linii wyznaczonej przez drogę łączącą miejscowości Bielany, Winnica i Pokrzywnica w powiecie pułuskim,
- powiat wołomiński,
- część gminy Somania położona na południe od linii wyznaczonej przez drogę nr 62 w powiecie wyszkowskim,
- gminy Borowie, Garwolin z miastem Garwolin, Miastków Kościelny, Parysów, Pilawa, część gminy Wilga położona na północ od linii wyznaczonej przez rzekę Wilga biegnącą od wschodniej granicy gminy do ujścia do rzeki Wisły, część gminy Górzno położona na północ od linii wyznaczonej przez drogę łączącą miejscowości Łąki i Górzno biegnącą od wschodniej granicy gminy, następnie od miejscowości Górzno na północ od drogi nr 1328W biegnącej do drogi nr 17, a następnie na północ od linii wyznaczonej przez drogę biegnącą od drogi nr 17 do zachodniej granicy gminy przez miejscowości Józefów i Kobyła Wola w powiecie garwolińskim,
- gminy Boguty – Pianki, Zaręby Kościelne, Nur i część gminy Małkinia Górna położona na południe od rzeki Brok w powiecie ostrowskim,
- gminy Stupsk, Wiśniewo i Strzegowo w powiecie mławskim,
- powiat miński,
- powiat otwocki,
- powiat warszawski zachodni,
- powiat legionowski,
- powiat piaseczyński,
- powiat pruszkowski,
- powiat grójecki,
- powiat grodziski,
- powiat zyrardowski,
- powiat białobrzegi,
- powiat przysuski,
- powiat miejski Warszawa,
- w województwie lubelskim:
 - powiat bialski,
 - powiat miejski Biała Podlaska,
 - gminy Batorz, Godziszów, Janów Lubelski, Modliborzyce i Potok Wielki w powiecie janowskim,
 - gminy Janowiec, Kazimierz Dolny, Końskowola, Kurów, Markuszów, Nałęczów, Puławy z miastem Puławy, Wąwolnica i Żyrzyn w powiecie puławskim,
 - gminy Nowodwór, miasto Dęblin i część gminy Ryki położona na południe od linii wyznaczonej przez linię kolejową powiecie ryckim,
 - gminy Adamów, Krzywdą, Stoczek Łukowski z miastem Stoczek Łukowski, Wola Mysłowska, Trzebieszów, Stanin, Wojcieszków, gmina wiejska Łuków i miasto Łuków w powiecie łukowskim,
 - powiat lubelski,

- powiat miejski Lublin,
- gminy Niedźwiada, Ostrów Lubelski, Serniki i Uścimów w powiecie lubartowskim,
- powiat łęczyński,
- powiat świdnicki,
- gminy Fajslawice, Gorzków, Izbica, Krasnystaw z miastem Krasnystaw, Kraśniczyn, Łopiennik Górny, Siennica Różana i część gminy Żółkiewka położona na północ od linii wyznaczonej przez drogę nr 842 w powiecie krasnostawskim,
- gminy Chełm, Ruda – Huta, Sawin, Rejowiec, Rejowiec Fabryczny z miastem Rejowiec Fabryczny, Siedliszcze, Wierzbica, część gminy Dorohusk położona na północ od linii wyznaczonej przez linię kolejową, część gminy Wojsławice położona na zachód od linii wyznaczonej przez drogę 1839L, część gminy Leśniowice położona na zachód od linii wyznaczonej przez drogę 1839L w powiecie chełmskim,
- powiat miejski Chełm,
- powiat kraśnicki,
- powiat opolski,
- powiat parczewski,
- gminy Hańsk, Stary Brus, Urszulin, Wola Uhruska, część gminy wiejskiej Włodawa położona na południe od południowej granicy miasta Włodawa w powiecie włodawskim,
- powiat radzyński,

w województwie podkarpackim:

- powiat stalowowolski,
- gminy Oleszyce, Lubaczów z miastem Lubaczów, Wielkie Oczy w powiecie lubaczowskim,
- część gminy Kamień położona na zachód od linii wyznaczonej przez drogę nr 19, część gminy Sokołów Małopolski położona na północ od linii wyznaczonej przez drogę nr 875 w powiecie rzeszowskim,
- gminy Cmolas i Majdan Królewski w powiecie kolbuszowskim,
- gminy Grodzisko Dolne, część gminy wiejskiej Leżajsk położona na południe od miasta Leżajsk oraz na zachód od linii wyznaczonej przez rzekę San, w powiecie leżańskim,
- gmina Jarocin, część gminy Harasiuki położona na północ od linii wyznaczona przez drogę nr 1048 R, część gminy Ulanów położona na północ od linii wyznaczonej przez rzekę Tanew, część gminy Nisko położona na zachód od linii wyznaczonej przez drogę nr 19 oraz na północ od linii wyznaczonej przez linię kolejową biegnącą od wschodniej granicy gminy do skrzyżowania z drogą nr 19, część gminy Jeżowe położona na zachód od linii wyznaczonej przez drogę nr 19 w powiecie niżańskim,
- powiat tarnobrzeński,

w województwie pomorskim:

- gminy Dzierżgoń i Stary Dzierżgoń w powiecie sztumskim,
- gmina Stare Pole w powiecie malborskim,
- gminy Stegny, Sztutowo i część gminy Nowy Dwór Gdański położona na północny – wschód od linii wyznaczonej przez drogę nr 55 biegnącą od południowej granicy gminy do skrzyżowania z drogą nr 7, następnie przez drogę nr 7 i S7 biegnącą do zachodniej granicy gminy w powiecie nowodworskim,

w województwie świętokrzyskim:

- gmina Tarłów i część gminy Ożarów położona na północ od linii wyznaczonej przez drogę nr 74 w powiecie opatowskim,
- część gminy Brody położona na zachód od linii kolejowej biegnącej od miejscowości Marcule i od północnej granicy gminy przez miejscowości Klepacze i Karczma Kunowska do południowej granicy gminy oraz na wschód od linii wyznaczonej przez drogę nr 9 i na północny – wschód od linii wyznaczonej przez drogę nr 0618T biegnącą od północnej granicy gminy do skrzyżowania w miejscowości Lipie oraz przez drogę biegnącą od miejscowości Lipie do wschodniej granicy gminy i część gminy Mirzec położona na wschód od linii wyznaczonej przez drogę nr 744 biegnącą od południowej granicy gminy do miejscowości Tychów Stary a następnie przez drogę nr 0566T biegnącą od miejscowości Tychów Stary w kierunku północno – wschodnim do granicy gminy w powiecie starachowickim,

w województwie lubuskim:

- powiat wschowski,
- gmina Kostrzyn nad Odrą i część gminy Witnica położona na południowy zachód od drogi biegnącej od zachodniej granicy gminy od miejscowości Krześnica, przez miejscowości Kamień Wielki – Mościce – Witnica – Kłopotowo do południowej granicy gminy w powiecie gorzowskim,
- gminy Gubin z miastem Gubin, Maszewo i część gminy Bytnica położona na zachód od linii wyznaczonej przez drogę nr 1157F w powiecie krośnieńskim,
- gminy Cybinka, Górzycy, Rzepin i Słubice powiecie słubickim,
- gmina Słońsk i część gminy Torzym położona na południe od linii wyznaczonej przez autostradę A2 w powiecie sulęcińskim,
- gminy Kolsko, część gminy Kozuchów położona na południe od linii wyznaczonej przez drogę nr 283 biegnącą od wschodniej granicy gminy do skrzyżowania z drogą nr 290 i na południe od linii wyznaczonej przez drogę nr 290 biegnącej od miasta Miocin Dolny do zachodniej granicy gminy, część gminy Bytom Odrzański położona na północny zachód od linii wyznaczonej przez drogi nr 293 i 326, część gminy Nowe Miasteczko położona na zachód od linii wyznaczonych przez drogi 293 i 328, część gminy Siedlisko położona na północny zachód od linii wyznaczonej przez drogę biegnącą od rzeki Odry przy południowej granicy gminy do drogi nr 326 łączącej się z drogą nr 325 biegnącą w kierunku miejscowości Różanówka do skrzyżowania z drogą nr 321 biegnącą od tego skrzyżowania w kierunku miejscowości Bielawy, a następnie przedłużoną przez drogę przeciwpożarową biegnącą od drogi nr 321 w miejscowości Bielawy do granicy gminy w powiecie nowosolskim,
- gminy Nowogród Bobrzański, Trzebiechów część gminy Bojadła położona na północ od linii wyznaczonej przez drogę nr 278 biegnącą od wschodniej granicy gminy do skrzyżowania z drogą nr 282 i na północ od linii wyznaczonej przez drogę nr 282 biegnącej od miasta Bojadła do zachodniej granicy gminy i część gminy Sulechów położona na wschód od linii wyznaczonej przez drogę nr S3 w powiecie zielonogórskim,
- powiat żarski,
- gminy Brzeźnica, Iłowa, Małomice, Szprotawa, Wymiarki, Żagań, miasto Żagań, miasto Gozdnicza, część gminy Niegosławice położona na zachód od linii wyznaczonej przez drogę nr 328 w powiecie żagańskim,
- część gminy Lubrza położona na południe od linii wyznaczonej przez autostradę A2, część gminy Łagów położona na południe od linii wyznaczonej przez autostradę A2, część gminy Świebodzin położona na południe od linii wyznaczonej przez autostradę A2 w powiecie świebodzińskim,

w województwie dolnośląskim:

- gmina Pęcław, część gminy Kotla położona na północ od linii wyznaczonej przez rzekę Krzycki Rów, część gminy wiejskiej Głogów położona na wschód od linii wyznaczonej przez drogi nr 12, 319 oraz 329, część miasta Głogów położona na wschód od linii wyznaczonej przez drogę nr 12 w powiecie głogowskim,
- gminy Grębocice i Polkowice w powiecie polkowickim,

w województwie wielkopolskim:

- gminy Przemęt i Wolsztyn w powiecie wolsztyńskim,
- gmina Wielichowo część gminy Kamieniec położona na zachód od linii wyznaczonej przez drogę nr 308 i część gminy Rakoniewice położona na zachód od linii wyznaczonej przez drogę nr 305 w powiecie grodziskim,
- gminy Wijewo, część gminy Włoszakowice położona na zachód od linii wyznaczonej przez drogi 3903P biegnącą od północnej granicy gminy do miejscowości Boguszyn, a następnie przez drogę łączącą miejscowość Boguszyn z miejscowością Krzycko aż do południowej granicy gminy i część gminy Świąciechowa położona na północ od linii wyznaczonej przez drogę nr 12 w powiecie leszczyńskim,
- część gminy Śmigiel położona na zachód od linii wyznaczonej przez drogi nr 3903P biegnącej od południowej granicy gminy przez miejscowości Bronikowo i Morowice aż do miejscowości Śmigiel do skrzyżowania z drogą 3820P i dalej drogą 3820P, która przechodzi w ul. Jagiellońską, następnie w Lipową i Glinkową, aż do skrzyżowania z drogą S5, następnie przez drogę nr S5 do północnej granicy gminy w powiecie kościańskim,
- powiat obornicki,
- część gminy Połajewo na położona na południe od drogi łączącej miejscowości Chraplewo, Tarnówko-Boruszyn, Krosin, Jakubowo, Połajewo – ul. Ryczywolska do północno-wschodniej granicy gminy w powiecie czarnkowsko-trzcianeckim,

- gmina Suchy Las, część gminy wiejskiej Murowana Goślina położona na północ od linii kolejowej biegnącej od północnej granicy miasta Murowana Goślina do północno-wschodniej granicy gminy oraz część gminy Rokietnica położona na północ i na wschód od linii kolejowej biegnącej od północnej granicy gminy w miejscowości Krzyszkowo do południowej granicy gminy w miejscowości Kiekrz w powiecie poznańskim,
- część gminy Szamotuły położona na wschód od wschodniej granicy miasta Szamotuły i na północ od linii kolejowej biegnącej od południowej granicy miasta Szamotuły do południowo-wschodniej granicy gminy oraz część gminy Obrzycko położona na wschód od drogi nr 185 łączącej miejscowości Gaj Mały, Słapanowo i Obrzycko do północnej granicy miasta Obrzycko, a następnie na wschód od drogi przebiegającej przez miejscowość Chraplewo w powiecie szamotulskim,

w województwie łódzkim:

- gminy Drzewica, Opoczno i Poświętne w powiecie opoczyńskim,
- gmina Sadkowiec w powiecie rawskim,

w województwie zachodniopomorskim:

- część gminy Boleszkowice położona na południowy – zachód od linii wyznaczonej przez drogę nr 31 i część gminy Dębno położona na południe od linii wyznaczonej przez drogę nr 31 biegnącą od zachodniej granicy gminy do miejscowości Sarbinowo, a następnie na południe od linii wyznaczonej przez drogę biegnącą od miejscowości Sarbinowo przez miejscowość Krześnica do wschodniej granicy gminy w powiecie myśliborskim.

8. Slovakia

The following areas in Slovakia:

- in the district of Gelnica, the whole municipality of Smolník,
- In the district of Košice-okolie the municipalities of Opátka, Košická Belá, Malá Lodina, Veľká Lodina, Kysak, Sokol, Trebejov, Obišovce, Družstevná pri Hornáde, Kostolany nad Hornádom, Budimír, Vajkovce, Chrastné, Čizatice, Kráľovce, Ploské, Nová Polhora, Boliarov, Kecrovce, Vtáčkovce, Herľany, Rankovce, Mudrovce, Kecerovský Lipovec, Opiná, Bunetice,
- the whole city of Košice,
- in the district of Michalovce, the whole municipalities of Tušice, Moravany, Pozdišovce, Michalovce, Zalužice, Lúčky, Závadka, Hnojné, Poruba pod Vihorlatom, Jovsa, Kusín, Klokočov, Kaluža, Vinné, Trnava pri Laborci, Oreské, Staré, Zbudza, Petrovce nad Laborcom, Lesné, Suché, Rakovec nad Ondavou, Nacina Ves, Voľa, and Pusté Čemerné,
- in the district of Vranov nad Topľou, the whole municipalities of Zámuto, Rudlov, Jusková Voľa, Banské, Cabov, Davidov, Kamenná Poruba, Vechec, Čaklov, Sol, Komárany, Čičava, Nižný Kručov, Vranov nad Topľou, Sačurov, Sečovská Polianka, Dlhé Klčovo, Nižný Hrušov, Poša, Nižný Hrabovec, Hencovce, Kučín, Majerovce, Sedliská, Kladzany and Tovarnianska Polianka,
- in the district of Revúca, the whole municipalities of Gemer, Tornaľa, Žiar, Gemerská Ves, Levkuška, Otročok, Polina, Rašice,
- in the district of Rimavská Sobota, the whole municipalities of Abovce, Barca, Bátka, Cakov, Chanava, Dulovo, Figa, Gemerské Michalovce, Hubovo, Ivanice, Kaloša, Kesovce, Kráľ, Lenartovce, Lenka, Neporadza, Orávka, Radnovce, Rakytník, Riečka, Rimavská Seč, Rumince, Stránska, Uzovská Panica, Valice, Vieska nad Blhom, Vlkyňa, Vyšné Valice, Včelince, Zádor, Číž, Štrkovec Tomášovce and Žíp,
- in the district of Prešov, the whole municipalities of Tuhrina and Lúčina.

9. Romania

The following areas in Romania:

- Județul Bistrița-Năsăud, without localities mentioned in Part III:
 - Locality Dealu Ștefăniței;
 - Locality Romuli.

PART III

1. Bulgaria

The following areas in Bulgaria:

- the whole region of Blagoevgrad,

- the whole region of Dobrich,
- the whole region of Gabrovo,
- the whole region of Kardzhali,
- the whole region of Lovech,
- the whole region of Montana,
- the whole region of Pleven,
- the whole region of Razgrad,
- the whole region of Ruse,
- the whole region of Shumen,
- the whole region of Silistra,
- the whole region of Sliven,
- the whole region of Sofia city,
- the whole region of Sofia Province,
- the whole region of Targovishte,
- the whole region of Vidin,
- the whole region of Varna,
- the whole region of Veliko Tarnovo,
- the whole region of Vratza,
- in Burgas region:
 - the whole municipality of Burgas,
 - the whole municipality of Kameno,
 - the whole municipality of Malko Tarnovo,
 - the whole municipality of Primorsko,
 - the whole municipality of Sozopol,
 - the whole municipality of Sredets,
 - the whole municipality of Tsarevo,
 - the whole municipality of Sungurlare,
 - the whole municipality of Ruen,
 - the whole municipality of Aytos.

2. Latvia

The following areas in Latvia:

- Aizputes novada Kalvenes pagasta daļa uz austrumiem no ceļa pie Vārtājas upes līdz autoceļam A9, uz ziemeļiem no autoceļa A9, uz austrumiem no autoceļa V1200, Kazdangas pagasta daļa uz austrumiem no ceļa V1200, P115, P117, V1296,
- Kuldīgas novada, Laidu pagasta daļa uz dienvidiem no autoceļa V1296,
- Skrundas novada Rudbāržu, Nīkrāces pagasts, Raņķu pagasta daļa uz dienvidiem no autoceļa V1272 līdz robežai ar Ventas upi, Skrundas pagasts (izņemot pagasta daļa no Skrundas uz ziemeļiem no autoceļa A9 un austrumiem no Ventas upes), Skrundas pilsēta,
- Vaiņodes novada Embūtes pagasta daļa uz ziemeļiem autoceļa P116, P106.

3. Lithuania

The following areas in Lithuania:

- Jurbarko rajono savivaldybė: Seredžiaus ir Juodaičių seniūnijos,
- Kauno rajono savivaldybė, Čekiškės seniūnija, Babtų seniūnijos dalis į vakarus nuo kelio A1 ir Vilkijos apylinkių seniūnijos dalis į rytus nuo kelio Nr. 1907,
- Kėdainių rajono savivaldybė: Pernaravos seniūnija ir Josvainių seniūnijos pietvakarinė dalis tarp kelio Nr. 229 ir Nr. 2032,
- Molėtų rajono savivaldybė: Alantos seniūnijos dalis į rytus nuo kelio Nr. 119 ir į pietus nuo kelio Nr. 2828, Čiulėnų, Inturkės, Luokesos, Mindūnų ir Suginėčių seniūnijos,
- Plungės rajono savivaldybė: Alsėdžių, Babrungo, Paukštakių, Platelių ir Žemaičių Kalvarijos seniūnijos,
- Raseinių rajono savivaldybė: Ariogalos ir Ariogalos miesto seniūnijos,
- Skuodo rajono savivaldybės: Barstyčių, Notėnų ir Šačių seniūnijos.

4. Poland

The following areas in Poland:

w województwie warmińsko-mazurskim:

- gminy Bisztynek i Bartoszyce z miastem Bartoszyce w powiecie bartoszyckim,
- gminy Kiwity i Lidzbark Warmiński z miastem Lidzbark Warmiński w powiecie lidzbarskim,
- gminy Łukta, Morąg, Miłakowo, część gminy Małdyty położona na wschód od linii wyznaczonej przez drogę nr S7, część gminy Miłomłyn położona na wschód od linii wyznaczonej przez drogę nr S7, część gminy wiejskiej Ostróda położona na wschód od linii wyznaczonej przez drogę nr S7 oraz na północ od drogi nr 16, część miasta Ostróda położona na wschód od linii wyznaczonej przez drogę nr w powiecie ostródzkim,
- powiat olecki,
- gminy Barczewo, Gietrzwałd, Jeziorany, Jonkowo, Dywity, Dobre Miasto, Purda, Stawiguda, Świątki, część gminy Olsztynek położona na północ od linii wyznaczonej przez drogę nr S51 biegnącą od wschodniej granicy gminy do miejscowości Ameryka oraz na wschód od linii wyznaczonej przez drogę biegnącą od skrzyżowania z drogą S51 do północnej granicy gminy, łączącej miejscowości Mańki – Mycyny – Ameryka w powiecie olsztyńskim,
- powiat miejski Olsztyn,
- część gminy Prostki położona na zachód od linii wyznaczonej przez drogę biegnącą od północnej granicy gminy łączącą miejscowości Żelazki – Dąbrowskie – Długosze do południowej granicy gminy, część gminy wiejskiej Elk położona na południe od linii wyznaczonej przez drogę nr 667 biegnącą od miejscowości Bajtkowo do miejscowości Nowa Wieś Elcka, a następnie na południe od linii wyznaczonej przez rzekę Elk biegnącą od miejscowości Nowa Wieś Elcka do wschodniej granicy gminy w powiecie elckim,
- część gminy Biała Piska położona na wschód od linii wyznaczonej przez drogę 667 biegnącą od północnej granicy gminy do miejscowości Biała Piska, a następnie na północ od linii wyznaczonej przez drogę nr 58 biegnącą od miejscowości Biała Piska do wschodniej granicy gminy w powiecie piskim,

w województwie podlaskim:

- część gminy Bakalarzewo położona na południe od linii wyznaczonej przez drogę 653 biegnącej od zachodniej granicy gminy do skrzyżowania z drogą 1122B oraz na zachód od linii wyznaczonej przez drogę nr 1122B biegnącą od drogi 653 w kierunku południowym do skrzyżowania z drogą 1124B i następnie na południowo-zachód od drogi nr 1124B biegnącej od skrzyżowania z drogą 1122B do granicy z gminą Raczki w powiecie suwalskim,
- gmina Szczuczyn, część gminy wiejskiej Grajewo położona na północ o linii wyznaczonej przez drogę biegnącą od zachodniej granicy gminy łączącej miejscowości: Mareckie – Łękowo – Kacprowo – Ruda, a następnie od miejscowości Ruda na północ od rzeki Binduga uchodzącej do rzeki Elk i następnie na północ od linii wyznaczonej przez rzekę Elk od ujścia rzeki Binduga do wschodniej granicy gminy i miasto Grajewo w powiecie grajewskim,

w województwie mazowieckim:

- gminy Łaskarzew z miastem Łaskarzew, Maciejowice, Sobolew, Trojanów, Żelechów, część gminy Wilga położona na południe od linii wyznaczonej przez rzekę Wilga biegnącą od wschodniej granicy gminy do ujścia do rzeki Wisły, część gminy Górzno położona na południe od linii wyznaczonej przez drogę łączącą miejscowości Łąki i Górzno biegnącą od wschodniej granicy gminy, następnie od miejscowości Górzno na południe od drogi nr 1328W biegnącej do drogi nr 17, a następnie na południe od linii wyznaczonej przez drogę biegnącą od drogi nr 17 do zachodniej granicy gminy przez miejscowości Józefów i Kobyła Wola w powiecie garwolińskim,
- część gminy Iłża położona na wschód od linii wyznaczonej przez drogę nr 9 w powiecie radomskim,
- gmina Kazanów w powiecie zwoleńskim,
- gminy Ciepiałów, Lipsko, Rzecznów i Sienno w powiecie lipskim,

w województwie lubelskim:

- powiat tomaszowski,
- gminy Białopole, Dubienka, Kamień, Żmudź, część gminy Dorohusk położona na południe od linii wyznaczonej przez linię kolejową, część gminy Wojsławice położona na wschód od linii wyznaczonej przez drogę 1839L, część gminy Leśniowice położona na wschód od linii wyznaczonej przez drogę 1839L w powiecie chełmskim,
- gmina Rudnik i część gminy Żółkiewka położona na południe od linii wyznaczonej przez drogę nr 842 w powiecie krasnostawskim,
- powiat zamojski,
- powiat miejski Zamość,
- powiat biłgorajski,
- powiat hrubieszowski,
- gminy Dzwola i Chrzanów w powiecie janowskim,
- gminy Hanna, Wyrki i część gminy wiejskiej Włodawa położona na północ od linii wyznaczonej przez północną granicę miasta Włodawa i miasto Włodawa w powiecie włodawskim,
- gmina Serokomla w powiecie lukowskim,
- gminy Abramów, Kamionka, Michów, Lubartów z miastem Lubartów, Firlej, Jeziorzany, Kock, Ostrówek w powiecie lubartowskim,
- gminy Kłoczew, Stężycza, Ulęż i część gminy Ryki położona na północ od linii wyznaczonej przez linię kolejową w powiecie ryckim,
- gmina Baranów w powiecie puławskim,

w województwie podkarpackim:

- gminy Cieszanów, Horyniec – Zdrój, Narol i Stary Dzików w powiecie lubaczowskim,
- gminy Kuryłówka, Nowa Sarzyna, miasto Leżajsk, część gminy wiejskiej Leżajsk położona na północ od miasta Leżajsk oraz część gminy wiejskiej Leżajsk położona na wschód od linii wyznaczonej przez rzekę San, w powiecie leżańskim,
- gminy Krzeszów, Rudnik nad Sanem, część gminy Harasiuki położona na południe od linii wyznaczonej przez drogę nr 1048 R, część gminy Ulanów położona na południe od linii wyznaczonej przez rzekę Tanew, część gminy Nisko położona na wschód od linii wyznaczonej przez drogę nr 19 oraz na południe od linii wyznaczonej przez linię kolejową biegnącą od wschodniej granicy gminy do skrzyżowania z drogą nr 19, część gminy Jeżowe położona na wschód od linii wyznaczonej przez drogę nr 19 w powiecie niżańskim,
- gminy Chłopice, Jarosław z miastem Jarosław, Laszki, Wiązownica, Pawłosiów, Radymno z miastem Radymno, w powiecie jarosławskim,
- gmina Stubno w powiecie przemyskim,
- część gminy Kamień położona na wschód od linii wyznaczonej przez drogę nr 19 w powiecie rzeszowskim,

- gminy Adamówka, Sieniawa, Tryńcza, miasto Przeworsk, część gminy wiejskiej Przeworsk położona na wschód od miasta Przeworsk i na wschód od linii wyznaczonej przez autostradę A4 biegnącą od granicy z gminą Tryńcza do granicy miasta Przeworsk, część gminy Zarzecze położona na wschód od linii wyznaczonej przez drogę nr 1594R biegnącą od północnej granicy gminy do miejscowości Zarzecze oraz na północ od linii wyznaczonej przez drogi nr 1617R oraz 1619R biegnącą do południowej granicy gminy w powiecie przeworskim,

w województwie lubuskim:

- gminy Nowa Sól i miasto Nowa Sól, Otyń oraz część gminy Kozuchów położona na północ od linii wyznaczonej przez drogę nr 283 biegnącą od wschodniej granicy gminy do skrzyżowania z drogą nr 290 i na północ od linii wyznaczonej przez drogę nr 290 biegnącej od miasta Mirocin Dolny do zachodniej granicy gminy, część gminy Bytom Odrzański położona na południowy wschód od linii wyznaczonej przez drogi nr 293 i 326, część gminy Nowe Miasteczko położona na wschód od linii wyznaczonych przez drogi 293 i 328, część gminy Siedlisko położona na południowy wschód od linii wyznaczonej przez drogę biegnącą od rzeki Odry przy południowej granicy gminy do drogi nr 326 łączącej się z drogą nr 325 biegnącą w kierunku miejscowości Różanówka do skrzyżowania z drogą nr 321 biegnącą od tego skrzyżowania w kierunku miejscowości Bielawy, a następnie przedłużoną przez drogę przeciwpożarową biegnącą od drogi nr 321 w miejscowości Bielawy do granicy gminy w powiecie nowosolskim,
- gminy Babimost, Czerwieńsk, Kargowa, Świdnica, Zabór, część gminy Bojadła położona na południe od linii wyznaczonej przez drogę nr 278 biegnącą od wschodniej granicy gminy do skrzyżowania z drogą nr 282 i na południe od linii wyznaczonej przez drogę nr 282 biegnącej od miasta Bojadła do zachodniej granicy gminy i część gminy Sulechów położona na zachód od linii wyznaczonej przez drogę nr S3 w powiecie zielonogórskim,
- część gminy Niegosławice położona na wschód od linii wyznaczonej przez drogę nr 328 w powiecie żagańskim,
- powiat miejski Zielona Góra,
- gminy Skąpe, Szczaniec i Zbąszynek w powiecie świebodzińskim,
- gminy Bobrowice, Dąbie, Krosno Odrzańskie i część gminy Bytnica położona na wschód od linii wyznaczonej przez drogę nr 1157F w powiecie krośnieńskim,
- część gminy Trzciel położona na południe od linii wyznaczonej przez drogę nr 92 w powiecie międzychodzkiem,

w województwie wielkopolskim:

- gminy Buk, Dopiewo, Tarnowo Podgórne, część gminy Komorniki położona na zachód od linii wyznaczonej przez drogę nr 5, część gminy Stęszew położona na północny – zachód od linii wyznaczonej przez drogi nr 5 i 32 w powiecie poznańskim,
- część gminy Duszniki położona na wschód od linii wyznaczonej przez drogę nr 306 biegnącą od południowej granicy gminy do skrzyżowania z drogą nr 92 oraz na południe od linii wyznaczonej przez drogę nr 92 biegnącą od wschodniej granicy gminy do skrzyżowania z drogą nr 306, część gminy Kaźmierz położona na południe i na wschód od linii wyznaczonych przez drogi: nr 92 biegnącą od zachodniej granicy gminy do skrzyżowania z drogą łączącą miejscowości Witkowie – Gorszewice – Kaźmierz (wzdłuż ulic Czeresniowa, Dworcowa, Marii Konopnickiej) – Chlewiska, biegnącą do wschodniej granicy gminy w powiecie szamotulskim,
- gminy Lipno, Osieczna, część gminy Włoszakowice położona na wschód od linii wyznaczonej przez drogi 3903P biegnącą od północnej granicy gminy do miejscowości Boguszyn, a następnie przez drogę łączącą miejscowość Boguszyn z miejscowością Krzycko aż do południowej granicy gminy w powiecie leszczyńskim,
- powiat miejski Leszno,
- część gminy Śmigiel położona na wschód od linii wyznaczonej przez drogi nr 3903P biegnącej od południowej granicy gminy przez miejscowości Bronikowo i Morowice aż do miejscowości Śmigiel do skrzyżowania z drogą 3820P i dalej drogą 3820P, która przechodzi w ul. Jagiellońską, następnie w Lipową i Glinkową, aż do skrzyżowania z drogą S5, następnie przez drogę nr S5 do północnej granicy gminy, część gminy wiejskiej Kościan położona na południowy – wschód od linii wyznaczonej przez drogę nr 5 oraz na zachód od linii wyznaczonej przez kanał Obry, część gminy Krzywiń położona na zachód od linii wyznaczonej przez kanał Obry w powiecie kościańskim,
- gmina Zbąszyń, część gminy Miedzichowo położona na południe od linii wyznaczonej przez drogę nr 92, część gminy Nowy Tomyśl położona na zachód od linii wyznaczonej przez drogę nr 305 w powiecie nowotomyskim,
- gmina Siedlec w powiecie wolsztyńskim,
- część gminy Rakoniewice położona na wschód od linii wyznaczonej przez drogę nr 305 w powiecie grodziskim,

- gminy Chocz, Czermin, Gołuchów, Pleszew i część gminy Gizałki położona na południe od linii wyznaczonej przez drogę nr 443 w powiecie pleszewskim,
- część gminy Grodziec położona na południe od linii wyznaczonej przez drogę nr 443 w powiecie konińskim,
- gminy Blizanów, Stawiszyn, Żelazków w powiecie kaliskim,

w województwie dolnośląskim:

- gminy Jerzmanowa, Żukowice, część gminy Kotla położona na południe od linii wyznaczonej przez rzekę Krzycki Rów, część gminy wiejskiej Głogów położona na zachód od linii wyznaczonej przez drogi nr 12, 319 oraz 329, część miasta Głogów położona na zachód od linii wyznaczonej przez drogę nr 12 w powiecie głogowskim,
- gminy Gaworzyce, Radwanice i część gminy Przemków położona na północ od linii wyznaczonej przez drogę nr 12 w powiecie polkowickim,

w województwie świętokrzyskim:

- część gminy Brody położona na wschód od linii kolejowej biegnącej od miejscowości Marcule i od północnej granicy gminy przez miejscowości Klepacze i Karczma Kunowska do południowej granicy gminy w powiecie starachowickim.

5. Romania

The following areas in Romania:

- Zona oraşului Bucureşti,
- Judeţul Constanţa,
- Judeţul Satu Mare,
- Judeţul Tulcea,
- Judeţul Bacău,
- Judeţul Bihor,
- The following localities from Judeţul Bistriţa Năşăud:
 - Dealu Ştefăniţei,
 - Romuli,
- Judeţul Brăila,
- Judeţul Buzău,
- Judeţul Călăraşi,
- Judeţul Dâmboviţa,
- Judeţul Galaţi,
- Judeţul Giurgiu,
- Judeţul Ialomiţa,
- Judeţul Ilfov,
- Judeţul Prahova,
- Judeţul Sălaj,
- Judeţul Suceava
- Judeţul Vaslui,
- Judeţul Vrancea,
- Judeţul Teleorman,
- Judeţul Mehedinţi,
- Judeţul Gorj,
- Judeţul Argeş,
- Judeţul Olt,
- Judeţul Dolj,

- Județul Arad,
- Județul Timiș,
- Județul Covasna,
- Județul Brașov,
- Județul Botoșani,
- Județul Vâlcea,
- Județul Iași,
- Județul Hunedoara,
- Județul Alba,
- Județul Sibiu,
- Județul Caraș-Severin,
- Județul Neamț,
- Județul Harghita,
- Județul Mureș,
- Județul Cluj,
- Județul Maramureș.

6. Slovakia

- the whole district of Trebišov,
- in the district of Michalovce, the whole municipalities of the district not included in Part I and Part II,
- Region Sobrance – municipalities Lekárovce, Pinkovce, Záhory, Bežovce,
- the whole district of Košice – okolie, except municipalities included in part II,
- In the district Rožňava, the municipalities of Bôrka, Lúčka, Jablonov nad Turňou, Drnava, Kováčová, Hrhov, Ardovo, Bohúňovo, Bretka, Čoltovo, Dlhá Ves, Gemerská Hôrka, Gemerská Panica, Kečovo, Meliata, Plešivec, Silica, Silická Brezová, Slavec, Hrušov, Krásnohorská Dlhá Lúka, Krásnohorské podhradie, Lipovník, Silická Jablonica, Brzotín, Jovice, Kružná, Pača, Rožňava, Rudná, Vidová and Čučma,
- in the district of Gelnica, the whole municipality of Smolník and Úhorná.

PART IV

Italy

The following areas in Italy:

- tutto il territorio della Sardegna.'
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RECOMMENDATIONS

COMMISSION RECOMMENDATION (EU) 2020/1595

of 28 October 2020

on COVID-19 testing strategies, including the use of rapid antigen tests

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Article 292 thereof,

Whereas:

- (1) The COVID-19 pandemic continues to pose a major threat to public health. As outlined in the Commission Communication on short-term EU health preparedness for COVID-19 outbreaks ⁽¹⁾, robust testing strategies and sufficient testing capacities are essential aspects of preparedness and response to COVID-19, allowing for early detection of potentially infectious individuals and providing visibility on infection rates and transmission within communities. Moreover, they are a prerequisite to adequate contact tracing to limit the spread through prompt isolation.
- (2) In line with Article 168(7) of the Treaty on the Functioning of the European Union ⁽²⁾, the definition of health policy as well as the organisation and delivery of health measures remain a national competence. EU Member States are thus responsible for deciding on the development and implementation of COVID-19 testing strategies, taking into consideration countries' epidemiological and social situations.
- (3) In 2013, the EU adopted Decision No 1082/2013/EU of the European Parliament and of the Council ⁽³⁾ in order to improve preparedness and capacities across Europe and to strengthen its capacity to monitor, rapidly detect and coordinate responses to health threats. Together with Decision No 1082/2013/EU, various tools ⁽⁴⁾ were launched to support and coordinate Member States' response planning and actions when faced with cross-border health threats.
- (4) A crucial element in the coordination of public health crises of Union relevance is the Health Security Committee (HSC). Its role is to reinforce the coordination of and sharing of best practice and information national preparedness and response planning, to promote the interoperability and intersectoral dimension of such activities, and to establish a mechanism for joint procurement of medical countermeasures.
- (5) On 15 July 2020, the Commission adopted the Commission Communication on short-term EU health preparedness ⁽⁵⁾, which aims at ensuring the EU's short-term health preparedness in case of further COVID-19 outbreaks in Europe. One of the action areas included in this Communication is to achieve, via the HSC, EU level agreement for aligned testing strategies and methodologies.
- (6) The Council adopted a Recommendation on the gradual lifting of the temporary restrictions on non-essential travel into the EU on 30 June ⁽⁶⁾. This was done on the basis of a set of principles and objective criteria, including the health situation, the ability to apply containment measures during travel, reciprocity considerations and data from relevant sources such as the European Centre for Disease Prevention and Control (ECDC) and the World Health Organization (WHO).

⁽¹⁾ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A52020DC0318&qid=1603899755406>

⁽²⁾ OJ C 326, 26.10.2012, p. 47.

⁽³⁾ Decision No 1082/2013/EU of the European Parliament and of the Council of 22 October 2013 on serious cross-border threats to health and repealing Decision No 2119/98/EC (OJ L 293, 5.11.2013, p. 1).

⁽⁴⁾ For example, this includes EWRS, HSC coordination and Joint Procurement, etc.

⁽⁵⁾ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:52020DC0318>

⁽⁶⁾ <https://data.consilium.europa.eu/doc/document/ST-9208-2020-INIT/en/pdf>

- (7) The Health Security Committee reached an agreement on 17 September 2020 on 'EU health preparedness: Recommendations for a common EU testing approach for COVID-19' ⁽⁷⁾, setting out various actions for consideration by countries when updating or adapting their testing strategies. The Recommendations aim to achieve an agreement on a coherent approach to COVID-19 testing across Europe. Its content is based on the situation in European countries early September 2020 and the respective testing strategies and objectives implemented at that moment.
- (8) Member States should aim to avoid any travel bans. To safeguard the freedoms under the single market, any limitations should be applied in compliance with the general principles of Union law, in particular proportionality and non-discrimination, and should not extend beyond what is strictly necessary to safeguard public health.
- (9) On 13 October 2020, the Council adopted a Recommendation on a coordinated approach to the restriction of free movement in response to the COVID-19 pandemic ⁽⁸⁾, which sets out, among others, more clarity on the measures applied to travellers from higher-risk areas (testing and self-quarantine) providing clear and timely information to the public.
- (10) Effective testing plays a key role in ensuring the free movement of people and allowing the smooth functioning of the internal market. Since the outbreak of the COVID-19 pandemic, the field of diagnostic testing has been rapidly evolving and has underpinned the central role it plays in outbreak control. Recognising the importance of diagnostic tests, the EU is supporting its development through a number of EU Research and Innovation actions¹. The accurate use of COVID-19 testing, in high volumes and by ensuring a rapid turn-around-time between the test request and result plays a significant role in reducing the spread of SARS-CoV-2. Currently, the most reliable methodology for testing of cases and contacts is the RT-PCR (reverse transcription polymerase chain reaction) based testing approach; such tests were among the earliest available when the pandemic reached the European continent.
- (11) However, while RT-PCR testing rates have increased across the EU, resulting in the identification of more COVID-19 positive cases, particularly among younger individuals who are showing mild symptoms or who are asymptomatic, laboratories are struggling to ensure that sufficient resources and capacities are in place to keep up with demands. Consequently, this has resulted in shortages of RT-PCR testing materials and longer testing turn-around-times, thereby limiting the effective implementation of mitigation measures as well as swift contact tracing. To mitigate these shortages, the Commission has organised a Joint Procurement of Laboratory equipment on 19 March already, including testing kits and reagents for RT-PCR tests, in which 20 Member States participated.
- (12) Despite the implementation of this Joint Procurement, Member States are faced again with problems of limited testing capacities and high testing turn-around-times, particularly in the current epidemiological context where Europe is experiencing a resurgence in COVID-19 positive cases. In this context, Member States are increasingly turning to the possibility of using rapid or point of care tests (e.g. antigen tests), mostly in medical settings, and exploring their wider use. This new generation of faster and cheaper COVID-19 tests, allowing for a test result in often less than 30 minutes, are increasingly hitting the market.
- (13) The WHO published on 11 September 2020 interim guidance on the use of rapid antigen tests for COVID-19 detection ⁽⁹⁾, offering countries with advice on the potential role played by these tests and the need for careful test selection. As stressed by WHO, while the rapid antigen tests may offer helpful solutions for the diagnosis of SARS-CoV-2 infection in a range of settings and scenarios, their clinical performance is not (yet) optimal and caution should be exercised.
- (14) Among existing models, WHO recommends the use of rapid antigen tests that meet the minimum performance requirements of ≥ 80 % sensitivity and ≥ 97 % specificity, and should in particular be used when the availability of RT-PCR tests is temporarily limited or where prolonged turn-around-times preclude clinical utility. The use of rapid antigen tests for screening of individuals offers the potential for rapid identification of those individuals at greatest risk of spreading the infection, particularly in circumstances of high community transmission. Moreover, rapid antigen testing should be conducted by trained operators, in accordance with the manufacturer's instructions and within the first 5-7 days following the onset of symptoms when viral loads are at their peak.

⁽⁷⁾ https://ec.europa.eu/health/sites/health/files/preparedness_response/docs/common_testingapproach_covid-19_en.pdf

⁽⁸⁾ <https://data.consilium.europa.eu/doc/document/ST-11689-2020-REV-1/en/pdf>

⁽⁹⁾ https://apps.who.int/iris/bitstream/handle/10665/334253/WHO-2019-nCoV-Antigen_Detection-2020.1-eng.pdf?sequence=1&i-sAllowed=y

- (15) Several Member States ⁽¹⁰⁾ have started to use rapid antigen tests in practice and have included their use in their national COVID-19 testing strategies. Additionally, the majority of Member States is currently carrying out validation studies or pilots to assess the clinical performance of rapid antigen tests in specific settings and for the diagnosis of SARS-CoV-2 infection among certain target populations. The Health Security Committee agreed at its meeting on 19 October 2020 that it will develop a common position on the use of rapid antigen tests, addressing, amongst other elements, the application of these tests and the use of their results.
- (16) Particularly in the context of incoming travellers at airports, the use of rapid antigen tests has been assessed by the EU Healthy Gateways Joint Action ⁽¹¹⁾. It provides, amongst others, an analysis of options for laboratory testing methods, the timing of testing of travellers, resources needed and practical arrangements at airports. This may also be relevant for travellers using other transport means.
- (17) Moreover, the Commission recently requested the European Centre for Disease Prevention and Control (ECDC) and the European Union Aviation Safety Agency (EASA) to develop a protocol for safer air travel, including a proposal for a common EU Health Safety testing protocol at airports. The protocol should include elements such as timing of tests, target population, types of test and possible implementation at airports, and could be further expanded to cover other transport modes. The development of testing strategies, based on validated technologies for the specific context and on available capacities, should also inform approaches on quarantine or other restrictions, e.g. the mutual recognition of test results could adequately mitigate the risk of case importation to a level equivalent to or below the prevailing risk within the destination region and therefore lead to lifting of quarantine or other restrictions
- (18) The development of testing strategies, based on validated technologies and available capacities, should also inform an EU policy on quarantine. The Commission has tasked the European Centre for Disease Prevention and Control (ECDC) to provide scientific guidance on quarantines with the view to proposing a European approach,

HAS ADOPTED THIS RECOMMENDATION:

PURPOSE

1. This Recommendation sets out guidance for countries regarding key elements to be considered for national, regional or local testing strategies.
2. In particular, the recommendations focus on the scope of COVID-19 testing strategies, groups to be prioritised, and specific situations to be considered, and address key points linked to testing capacities and resources. Finally, considerations for the use of rapid antigen tests are also put forward.
3. The recommendations also aim at ensuring testing policies contribute to the smooth functioning of the internal market, cross border travel and free movement of people, services and goods within the Union.

TESTING STRATEGIES

4. Early detection through testing remains essential. Member States should test as widely as possible, and prioritise symptomatic individuals, persons who had contacts with confirmed cases, severe local outbreaks and as far as possible also the testing of asymptomatic individuals, in line with the available resources, testing and contact tracing capacities, and taking into consideration the scenarios presented in the testing guidelines published by ECDC ⁽¹²⁾.

⁽¹⁰⁾ As of 22 October, these are Belgium, Finland, France, Germany, Greece, Italy and Spain, as well as the UK.

⁽¹¹⁾ <https://www.healthygateways.eu/>

⁽¹²⁾ <https://www.ecdc.europa.eu/en/publications-data/covid-19-testing-strategies-and-objectives>

5. When sufficient capacities are not available Member States should prioritise the testing of individuals showing COVID-19 compatible symptoms, including mild symptoms, and particularly those presenting symptoms of acute respiratory infection. This should be combined, if possible, with testing for influenza and other respiratory infections, e.g. through available multiplex or other relevant assays. Criteria for prioritisation of testing should be objective and applied in a non-discriminatory manner.
6. Member States should pay specific attention to avoiding and/or eliminating, the transmission of COVID-19 in healthcare and long-term care settings, such as residential and nursing homes for elderly persons. Staff working in these sectors should be tested in regular intervals and testing schemes should be put in place. Moreover, patients should be tested at or just prior to admission to the hospital, and hospitalised individuals should be monitored for COVID-19 symptoms for at least 14 days following admission, and be tested regularly along an agreed scheme (e.g. once a week).
7. In case of focalised and well identified outbreak clusters, Member States should consider testing the majority of the community concerned, regardless of whether they show symptoms or not, as this may minimise or even avoid the need for introducing more stringent public health measures. Local authorities should develop a testing and compliance scheme for foreseeable critical situations, e.g. in schools or work places.
8. Member States should ensure that testing schemes are in place for critical staff (including workers in healthcare, long-term care and education), and that these groups have access to frequent COVID-19 testing.
9. Member States should ensure clear communication and provision of public health based information to citizens. They should also ensure there are centres for testing accessible to their population and an overall participation in COVID-19 testing, particularly in case of asymptomatic testing and in outbreak situations.

TESTING CAPACITIES AND RESOURCES

10. The Commission underlines again that Member States should define the necessary testing capacities and resources (for taking samples, performing the test and contact tracing) based on testing objectives, demand and supply planning, the latest scientific evidence on the characteristics of the disease.
11. Member States should ensure that capacities and resources are in place that allow for targeted, timely and accurate testing, including a quick turn-around-time of ideally 24 hours between the test request and the result as well as timely contact tracing to facilitate the fast identification and containment of cases and clusters, and the most rapid return to normality for non-affected groups.
12. In addition, tracking the presence of SARS-CoV-2 in wastewater can be used as a complementary way of tracking the spread of the virus in the population, as well as an early warning system. This surveillance is already in place in some Member States and should be expanded as far as possible.
13. Member States are encouraged, in line with the current ECDC guidance, to conduct RT-PCR tests or validated equivalents for contacts after the exposure, with the aim to shorten the quarantine. Member States are invited to monitor and update national quarantine provisions in line with forthcoming scientific evidence.
14. Member States should run scenario-based stress tests for testing capacities and testing deployment, as well as contact tracing systems. Such stress tests should not only be performed at national level, but also focus on localised outbreaks and be based on specific scenarios, such as super-spreader events, outbreaks in specific industry sectors, educational settings and residential homes. Member States should share, for example through the Health Security Committee, lessons learnt and best practices post exercise.
15. Member States should explore cross-border cooperation to ensure sufficient RT-PCR and rapid testing capacities across the EU, for example through the provision of mobile labs or technical running of tests between countries.

RAPID ANTIGEN TESTS

16. Member States should agree on criteria to be used for the selection of rapid antigen tests, particularly those related to their clinical performance such as sensitivity and specificity, as well as reach agreement on the scenarios and settings during which rapid antigen tests are appropriate to be used, such as for example in circumstances of high community transmission.
17. Member States should actively share and discuss, particularly through the Health Security Committee as well as other knowledge sharing platforms such as the Council's Integrated Political Crisis Response (IPCR), information on results of validation studies carried out on rapid antigen tests within EU countries and independent of such studies conducted by the companies that developed them.
18. The Commission will work with Member States towards creating a framework for evaluation, approval and mutual recognition of rapid tests, as well as for mutual recognition of test results, as a matter of urgency. Furthermore, the Commission will monitor the market and availability of new rapid antigen tests, taking into consideration their clinical performance and criteria to be agreed, and will establish an information repository of rapid antigen tests and validation study results as they become available across the EU, building on the existing 'COVID-19 *In Vitro* Diagnostic Devices and Test Methods Database'. The Commission will launch initiatives for the procurement of tests in order to ensure equitable access to rapid antigen tests as well as their swift deployment across the EU.

Done at Brussels, 28 October 2020.

For the Commission

Stella KYRIAKIDES

Member of the Commission

ACTS ADOPTED BY BODIES CREATED BY INTERNATIONAL AGREEMENTS

Only the original UN/ECE texts have legal effect under international public law. The status and date of entry into force of this Regulation should be checked in the latest version of the UN/ECE status document TRANS/WP.29/343, available at: <http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29fdocsts.html>

UN Regulation No 151 – Uniform provisions concerning the approval of motor vehicles with regard to the Blind Spot Information System for the Detection of Bicycles [2020/1596]

Incorporating all valid text up to:

Supplement 1 to the original version of the Regulation – Date of entry into force: 25 September 2020

This document is meant purely as documentation tool. The authentic and legally binding text are: ECE/TRANS/WP.29/2019/28 and

ECE/TRANS/WP.29/2020/18

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0. INTRODUCTION (for information)

- 0.1. Turning manoeuvres involving collisions between trucks turning right and cyclists, typically occurring at lower driving speeds or standstill, usually have serious consequences for vulnerable road users (VRU). In the past, the safety of VRU was raised by an improvement of the truck driver's vision by increasing the number of mirrors and

by equipping trucks with side underrun protection. Since turning accidents still happen and driver assistance systems have been introduced in a lot of vehicle segments, it is obvious to use such assistance systems for avoiding accidents between turning trucks and cyclists.

- 0.2. Theoretical considerations show that the criticality of traffic situations involving heavy vehicles and bicycles can be significant due to misunderstanding of the situation by the vehicle operators. In some cases, the increase can occur so suddenly that a high-intensive warning, intended to generate a driver reaction to the situation after an appropriate reaction time, cannot be activated early enough. In general, driver reactions to any information (high or low threshold / warning or information) can be expected only after a reaction time. This response time is much longer than the time required to avoid the accident in many situations – the accident cannot be avoided despite the warning.
- 0.3. High-intensity warnings during a driving situation are only justified if the probability for an accident is high – otherwise vehicle drivers tend to ignore the system alerts. A (low threshold) informational assistance system, however, can be activated sufficiently early enough, as it helps the driver rather than annoys. It is assumed to be possible to design a human-machine-interface for blind spot assistance systems in a way that it does not annoy drivers when the information is not needed, for instance by selecting the location of a signal outside of the primary focus area of drivers when looking straight ahead, but in an area that is visible when the gaze is slightly turned towards the planned driving direction. A favourable location that fulfils these requirements is a location approximately 40° off the right from an axis in direction of the vehicle centreline and through the driver's eyepoint.
- 0.4. Therefore the UN Regulation asks for an early activation of an information signal in case a bicycle might be entering a critical area on the passenger side of the vehicle, if the heavy vehicle would initiate a turn towards the bicycle, including situations where a counter-turn (away from the bicycle) is necessary to negotiate the turn. This informational assistance signal shall only be deactivated automatically in case of system failure or contamination of the sensors; a manual deactivation shall not be possible.
- 0.5. Additionally, the UN Regulation asks for a different signal which shall be given when the collision becomes unavoidable, e.g. when a clear turn on the steering wheel or the operation of the turn indicators is detected. This additional warning signal may be deactivated manually or automatically; it shall be deactivated together with the information signal in case of failure or sensor contamination.
- 0.6. The UN Regulation defines a test procedure which does not require actual turning manoeuvres; this is acceptable since the information signal needs to be present sufficiently early anyway. Experimental data shows that some turn manoeuvres of heavy vehicles, especially when turning into a narrow street, require a counter-turn that starts approximately 15 m before entering that street, so the test procedure included in this Regulation requires the information signal to be activated 15 m before the expected collision point.
- 0.7. This regulation allows the technical services to test other, more or less random, parameter combinations that are not laid down in the table 1 in Appendix 1. It is anticipated that the systems will be more robust, but it makes the test procedure also more complex:

To be able to appropriately analyse the pass or fail of the system according to the requirements in paragraph 5, Annex 3 is included to calculate pass and fail values. There could, however, be contradicting requirements where an information signal is not allowed for one test case, but is required for another, in the exact same relative positions of bicycle and vehicle, but for different assumed turn radii and impact positions (which are not detectable by the system at the points of information).

Therefore, the evaluation of the criterium 'first point of information' is not carried out for these kinds of tests; it shall be considered sufficient if the false information test (traffic sign) is passed

1. SCOPE

- 1.1. This Regulation applies to the blind spot information system of vehicles of categories N₂ (> 8 t of technically permissible maximum mass) and N₃. Vehicles of categories N₂ (≤ 8 t of technically permissible maximum mass), M₂ and M₃ may be approved at the request of the manufacturer.
- 1.2. The requirements of this Regulation are so worded as to apply to vehicles which are developed for right-hand traffic. In vehicles that are developed for left-hand traffic, these requirements shall be applied by inverting the criteria, when appropriate.

2. DEFINITIONS

For the purposes of this Regulation:

- 2.1. 'Approval of a vehicle type' means the full procedure whereby a Contracting Party to the Agreement certifies that a vehicle type meets the technical requirements of this Regulation;
- 2.2. 'Vehicle type with regard to its Blind Spot Information System' means a category of vehicles which do not differ in such essential respects as:
- (a) The manufacturer's trade name or mark;
 - (b) Vehicle features which significantly influence the performances of the Blind Spot Information System;
 - (c) The type and design of the Blind Spot Information System.
- 2.3. 'Blind Spot Information System (BSIS)' means a system to inform the driver of a possible collision with a bicycle near side.
- 2.4. 'Reaction time' means the time between the information signal is given and a driver reaction has occurred.
- 2.5. 'Ocular reference point' means the middle point between two points 65 mm apart and 635 mm vertically above the reference point which is specified in Annex 1 of ECE/TRANS/WP.29/78/Rev.6 ⁽¹⁾ on the driver's seat. The straight line joining the two points runs perpendicular to the vertical longitudinal median plane of the vehicle. The centre of the segment joining the two points is in a vertical longitudinal plane which shall pass through the centre of the driver's designated seating position, as specified by the vehicle manufacturer.
- 2.6. 'Stopping distance' means the distance required by the vehicle to come to a full stop after the Blind Spot Information Signal has been given, taking into account reaction time and brake deceleration.
- 2.7. 'Collision point' means the position where the trajectory of any vehicle point would intersect with any bicycle points if a turn by the vehicle is initiated.
- The theoretical collision point as referred to in Figure 1 of Appendix 1 is the point where a collision would occur in the respective test condition if the vehicle would turn towards the bicycle, e.g. starting with a counter-steer manoeuvre at the last point of information. Note that the actual turning manoeuvre is not tested since the information is required to be given before turn initiation.
- 2.8. 'Last Point of Information (LPI)' means the point at which the information signal shall have been given. It is the point preceding the expected turning motion of a vehicle towards a bicycle in situations where a collision could occur.
- 2.9. 'Near side' means the side of the vehicle near the bicycle. The near side of the vehicle is the right side for right-hand traffic.
- 2.10. 'Information signal' means an optical signal with the purpose of informing the vehicle driver about a nearby moving bicycle.
- 2.11. 'Vehicle Trajectory' means the connection of all positions where the vehicle front right corner has been or will be during the test run.
- 2.12. 'Bicycle' means a combination of a bicycle and cyclist. This is simulated in test cases as specified in paragraphs 6.5 and 6.6 below with a test device according to ISO [CD] 19206-4. The reference point for the location of the bicycle shall be the most forward point on the centreline of the bicycle.

⁽¹⁾ See Annex 1 to the Consolidated Resolution on the Construction of Vehicles (R.E.3), document ECE/TRANS/WP.29/78/Rev.6 - www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html

- 2.13. 'Common space' means an area on which two or more information functions (e.g. symbols) may be displayed, but not simultaneously
- 2.14. 'Lateral separation' means the distance between the vehicle and the bicycle at the near side of the vehicle where the vehicle and bicycle are parallel to each other. The distance is measured between the plane parallel to the median longitudinal plane of the vehicle and touching its lateral outer edge, disregarding the projection of devices for indirect vision, and the median longitudinal plane of the bicycle minus half of the bicycle width being 250 mm. The lateral outer edge of the vehicle is only to be regarded in the area between the vehicle's foremost point and up to 6 m rearward.
- 2.15. 'First point of information' means the most forward point at which the information signal can be given. It is the last point of information and a distance corresponding to a travel time of 4 seconds, taking into account the moving speed of the vehicle plus an additional distance if the impact position is lower than 6 m.
- 2.16. 'Vehicle front right corner' means the projection of the point that results from the intersection of the vehicle side plane (not including devices for indirect vision) and the vehicle front plane (not including devices for indirect vision and any part of the vehicle which is more than 2,0 m above the ground) on the road surface.
- 2.17. 'Impact Position' means the location of impact of the bicycle on the right side of the vehicle with respect to the vehicle front right corner, when both vehicles have reached the collision point, as specified in Appendix 1, Figure 3.
- 2.18. 'Vehicle Master Control Switch' means the device by which the vehicle's on-board electronics system is brought, from being switched off, as in the case where a vehicle is parked without the driver being present, to normal operation mode.

3. APPLICATION FOR APPROVAL

- 3.1. The application for approval of a vehicle type with regard to the BSIS shall be submitted by the vehicle manufacturer or by their authorized representative.
- 3.2. It shall be accompanied by the documents mentioned below in triplicate and include the following particular:
 - 3.2.1. A description of the vehicle type with regard to the items mentioned in paragraph 5 below, together with dimensional drawings and the documentation as referred to in paragraph 6.1 below. The numbers and/or symbols identifying the vehicle type shall be specified.
- 3.3. A vehicle representative of the vehicle type to be approved shall be submitted to the Technical Service conducting the approval tests.

4. APPROVAL

- 4.1. If the vehicle type submitted for approval pursuant to this Regulation meets the requirements of paragraph 5 below, approval of that vehicle type shall be granted.
- 4.2. The conformity of the requirements in paragraph 5 below shall be verified with the test procedure as defined in paragraph 6 below, however its operation shall not be limited to these test conditions.
- 4.3. An approval number shall be assigned to each vehicle type approved; its first two digits (00 for this Regulation in its initial form) shall indicate the series of amendments incorporating the most recent major technical amendments made to this Regulation at the time of issue of the approval. The same Contracting Party shall not assign the same number to the same vehicle type equipped with another type of BSIS, or to another vehicle type.
- 4.4. Notice of approval or of refusal or withdrawal of approval pursuant to this Regulation shall be communicated to the Parties to the Agreement applying this Regulation by means of a form conforming to the model in Annex 1 and photographs and/or plans supplied by the applicant being in a format not exceeding A4 (210 × 297 mm), or folded to that format, and on an appropriate scale.
- 4.5. There shall be affixed, conspicuously and in a readily accessible place specified on the approval form, to every vehicle conforming to a vehicle type approved under this Regulation, an international approval mark conforming to the model described in Annex 2, consisting of either:

- 4.5.1. A circle surrounding the letter 'E' followed by:
- (a) the distinguishing number of the country which has granted approval; ^(*) and
 - (b) the number of this Regulation, followed by the letter 'R', a dash and the approval number to the right of the circle prescribed in this paragraph;
- or
- 4.5.2. An oval surrounding the letters 'UT' followed by the Unique Identifier.
- 4.6. If the vehicle conforms to a vehicle type approved under one or more other UN Regulations annexed to the Agreement, in the country which has granted approval under this Regulation, the symbol prescribed in paragraph 4.5 above need not be repeated. In such a case, the UN Regulation and approval numbers and the additional symbols shall be placed in vertical columns to the right of the symbol prescribed in paragraph 4.5 above.
- 4.7. The approval mark shall be clearly legible and be indelible.
- 4.8. The approval mark shall be placed close to or on the vehicle data plate.
5. SPECIFICATIONS
- 5.1. Any vehicle fitted with a BSIS complying with the definition of paragraph 2.3 above shall meet the requirements contained in paragraphs 5.2 to 5.7 of this Regulation.
- 5.2. General requirements
- 5.2.1. The effectiveness of the BSIS shall not be adversely affected by magnetic or electrical fields. This shall be demonstrated by compliance with the technical requirements and transitional provisions of UN Regulation No 10, 04 series of amendments or any later series of amendments.
- 5.2.2. With the exception of BSIS external elements which are part of another device subject to specific protrusion requirements, BSIS external elements may protrude up to 100 mm beyond the width of the vehicle.
- 5.3. Performance requirements
- 5.3.1. The BSIS shall inform the driver about nearby bicycles that might be endangered during a potential turn, by means of an optical signal, so that the vehicle can be stopped before crossing the bicycle trajectory.
- It shall also inform the driver about approaching bicycles while the vehicle is stationary before the bicycle reaches the vehicle front, taking into account a reaction time of 1,4 seconds. This shall be tested according to paragraph 6.6.
- The BSIS shall warn the driver, by means of an optical signal, acoustical signal, haptic signal or any combination of these signals, when the risk of a collision increases.
- An optical information signal shall be maintained only for as long as the conditions specified in paragraph 5.3.1.4 below are fulfilled. Deactivation of the information signal as a result of the vehicle turning away from the bicycle trajectory is not allowed as long as a collision between vehicle and bicycle is still possible, in case the driver would steer back towards the bicycle trajectory.
- 5.3.1.1. The information signal shall meet the requirements as defined in paragraph 5.4 below.
- 5.3.1.2. The warning signal shall meet the requirements of paragraph 5.5 below. It may be deactivated manually. In the case of a manual deactivation, it shall be reactivated upon each activation of the vehicle master control switch.

^(*) The distinguishing numbers of the Contracting Parties to the 1958 Agreement are reproduced in Annex 3 to the Consolidated Resolution on the Construction of Vehicles (R.E.3), document ECE/TRANS/WP.29/78/Rev.6.

5.3.1.3. The BSIS shall at least operate for all forward vehicle speeds from standstill to 30 km/h, for ambient light conditions above 15 Lux.

5.3.1.4. The BSIS shall give an information signal at last point of information, for a bicycle moving with a speed between 5 km/h and 20 km/h, at a lateral separation between bicycle and vehicle of between 0,9 and 4,25 metres, which could result in a collision between bicycle and vehicle with an impact position 0 to 6 m with respect to the vehicle front right corner, if typical steering motion would be applied by the vehicle driver. However, the information signal is not required when the relative longitudinal distance between bicycle and front right corner of the vehicle is more than 30 m to the rear or 7 m to the front.

The information signal shall not be visible before the first point of information. It shall be given between the first point of information and the last point of information. The first point of information may be calculated for any impact position by increasing with the difference between 6 m and impact position.

It shall also give an information signal if a bicycle is detected at a lateral separation of between 0,25 up to 0,9 m longitudinally at least located at the most forward front wheel while driving straight.

5.3.1.5. The vehicle manufacturer shall ensure that the number of false-positive warnings due to the detection of static non-VRU objects such as cones, traffic signs, hedges and parked cars shall be minimized. However it may give an information signal when a collision is imminent.

5.3.1.6. The BSIS shall automatically deactivate if it cannot operate properly due to its sensing devices being contaminated by ice, snow, mud, dirt or similar material or due to ambient light conditions below those specified in paragraph 5.3.1.3. This shall be indicated as specified in paragraph 5.6.2. It shall automatically reactivate when the contamination disappears and normal function has been verified. This shall be tested in accordance with the provisions of paragraph 6.9 below.

5.3.1.7. The BSIS also shall provide the driver with a failure warning when there is a failure in the BSIS that prevents the requirements of this Regulation from being met. The warning shall be as specified in paragraph 5.6.1. This shall be tested in accordance with the provisions of paragraph 6.8 below (failure detection test).

5.3.2. The manufacturer shall demonstrate, to the satisfaction of the Technical Service and Type Approval Authority, through the use of documentation, simulation or any other means, that the BSIS is performing as specified also for smaller bicycles and smaller bicyclists, differing by not more than 36 per cent from the values detailed in ISO [CD] 19206-4:2018.

5.4. Information signal

5.4.1. The blind spot information referred to in paragraph 5.3.1.1 above shall be an information signal that is noticeable and easily verifiable by the driver from the driver's seat. This information signal shall be visible by daylight and at night.

5.4.2. The device emitting the information signal shall be located at the near side at a horizontal angle greater than 30° towards an axis parallel to the longitudinal median plane of the vehicle and going through the ocular reference point. If the driver's seating position is located on the near side of the vehicle, this value may be reduced.

5.5. Warning signal

5.5.1. The warning signal referred to in paragraph 5.3.1.2 above shall be a signal differing, e.g. in mode or activation strategy, from the information signal specified in paragraph 5.4.

5.5.2. It shall be easily understandable for the driver to relate the warning signal to the potential collision. In case the warning signal is an optical signal this signal shall also be visible by daylight and at night.

- 5.5.3. The warning signal shall be activated at the earliest when the system detects a potential collision, e.g. by the intention of a turn towards the bicycle, e.g. by evaluating the distance between or trajectory intersection of vehicle and bicycle, direction indicator activation or similar. The strategy shall be explained in the information referred to in paragraph 6.1. It shall not depend solely on the activation of the direction indicator.

The Technical Service shall verify the operation of the system according to the strategy.

5.6. Failure warning signals

- 5.6.1. The failure warning referred to in paragraph 5.3.1.7 above shall be a yellow optical warning signal, and shall be other than or clearly distinguishable from the information signal. The failure warning signal shall be visible by daylight and night, and shall be easily verifiable by the driver from the driver's seat.

- 5.6.2. The optical warning signal referred to in paragraph 5.3.1.6 shall indicate that the BSIS is temporarily not available. It shall remain active as long as the BSIS is not available. The failure warning signal specified in paragraph 5.3.1.7 above may be used for this purpose.

- 5.6.3. The BSIS optical failure warning signals shall be activated with the activation of the vehicle master control switch. This requirement does not apply to warning signals shown in a common space.

5.7. Provisions for inspection

- 5.7.1. It shall be possible to confirm the correct operational status of the BSIS by a visible observation of the failure warning signal status.

6. TEST PROCEDURE

- 6.1. The manufacturer shall provide a documentation package which gives access to the basic design of the system and, if applicable, the means by which it is linked to other vehicle systems. The function of the system including its sensing and warning strategy shall be explained and the documentation shall describe how the operational status of the system is checked, whether there is an influence on other vehicle systems, and the method(s) used in establishing the situations which will result in a failure warning signal being displayed. The documentation package shall give sufficient information for the Type Approval Authority to identify the type of and to aid the decision-making on the selection of worst-case conditions.

6.2. Test conditions

- 6.2.1. The test shall be performed on a flat, dry asphalt or a concrete surface.

- 6.2.2. The ambient temperature shall be between 0° C and 45° C.

- 6.2.3. The test shall be performed under visibility conditions that allow safe driving at the required test speed.

6.3. Vehicle conditions

6.3.1. Test weight

The vehicle may be tested at any condition of load, the distribution of the mass among the axles shall be stated by the vehicle manufacturer without exceeding any of the maximum permissible mass for each axle. No alteration shall be made once the test procedure has begun. The vehicle manufacturer shall demonstrate through the use of documentation that the system works at all conditions of load.

- 6.3.2. The vehicle shall be tested at the tyre pressures for normal running conditions.

- 6.3.3. In the case where the BSIS is equipped with a user-adjustable information timing, the test as specified in paragraphs 6.5 and 6.6 below shall be performed for each test case with the information threshold set at the settings that generate the information signal closest to the collision point, i.e. worst case setting. No alteration shall be made once the test run has started.
- 6.4. Optical failure warning signals verification test
- 6.4.1. With the vehicle stationary check that the warning signals comply with the requirements of paragraph 5.6 above.
- 6.4.2. With the vehicle stationary, activate the information and warning signals as specified in paragraphs 5.4 and 5.5 and verify that the signals comply with the requirements specified in those paragraphs.
- 6.5. Blind Spot Information Dynamic Test
- 6.5.1. Using markers and the bicycle dummy, form a corridor according to Figure 1 in Appendix 1 to this Regulation and the additional dimensions as specified in Table 1 of Appendix 1 to this Regulation .
- 6.5.2. Position the bicycle target at the appropriate starting position as shown in Figure 1 of Appendix 1 to this Regulation.
- 6.5.3. Position a local traffic sign corresponding to sign C14 as defined in the Vienna convention on road signs and signals ^(*) (speed limit 50 km/h) or the local sign closest to this sign in meaning on a pole at the entry of the corridor which as shown in Figure 1 of Appendix 1 to this Regulation. The lowest point of the sign shall be located at 2 m above the test track surface.
- 6.5.4. Drive the vehicle at a speed as shown in Table 1 of Appendix 1 to this Regulation with a tolerance of ± 2 km/h through the corridor.
- 6.5.5. Do not operate the direction indicators during the test.
- 6.5.6. Put the dummy on the starting point as showed in Figure 1 of Appendix 1 to this Regulation. The dummy shall be moved along a straight line as showed in Figure 1 of Appendix 1. The acceleration of the dummy shall be such that the dummy shall have reached the speed for the actual test case, as shown in Table 1, after a distance of not more than 5,66 m and after the acceleration the dummy shall move in a steady pace for at least 8 seconds with a speed tolerance of $\pm 0,5$ km/h. The dummy shall cross line A (Figure 1 of Appendix 1) with a tolerance of $\pm 0,5$ m at the same time as the vehicle cross line B (Figure 1 of Appendix 1) with a tolerance of $\pm 0,5$ m.
- If the acceleration distance cannot be achieved, adjust bicycle starting position and vehicle corridor length by the same amount.
- The lateral deviation of the dummy with respect to a straight line connecting initial starting position and theoretical collision point (as defined in Figure 1 of Appendix 1) shall be maximum $\pm 0,2$ m.
- 6.5.7. Verify if the Blind Spot Information signal has been activated before the vehicle crosses line C in Figure 1 of Appendix 1 to this Regulation, and if the Blind Spot Information signal has not been activated before the vehicle crosses line D in Figure 1.
- 6.5.8. Verify that the Blind Spot Information signal has not been activated when passing the traffic sign and any markers as long as the bicycle dummy is still stationary .
- 6.5.9. Repeat paragraphs 6.5.1 to 6.5.8 for test cases shown in Table 1 of Appendix 1 to this Regulation.
- Where this is deemed justified, the Technical Service may select additional test cases different than shown in Table 1 of Appendix 1, within the range of vehicle speed, bicycle speed and lateral clearance as indicated in paragraphs 5.3.1.3 and 5.3.1.4.

(*) See ECE/TRANS/196, para. 91 on the Convention on Road Signs and Signals of 1968 European Agreement Supplementing the Convention and Protocol on Road Markings, Additional to the European Agreement.

The Technical Service shall check that the parameter combination in the selected test cases would lead to a collision between the bicycle and the vehicle with an impact position in the range as specified in paragraph 5.3.1.4 and shall assure that the vehicle is moving with the selected speed when crossing line C in Figure 1 of Annex 1 by appropriately adjusting starting distances and corridor length for the vehicle and the bicycle.

The criterium 'first point of information' is deemed to be complied with when test cases other than those from table 1 in appendix 1 to this regulation are carried out.

- 6.5.10. The test is passed when the Blind Spot Information signal has been activated in all test cases as shown in Table 1 of Appendix 1 to this Regulation before the foremost point of the vehicle has reached line C but not before the foremost point of the vehicle has reached line D (see paragraph 6.5.7 above, where line D is only relevant for test cases taken from Table 1 of Appendix 1) and the Blind Spot Information signal has not been activated in any test run when the vehicle passes the traffic sign (see paragraph 6.5.8 above). However, the information signal is not required when the relative longitudinal distance between bicycle and front right corner of the vehicle is more than 30 m to the rear or 7 m to the front.

For vehicle speeds up to 5 km/h, it is deemed satisfactory if the information signal is activated 1,4 seconds before the bicycle has reached the theoretical collision point as specified in Appendix 1, Figure 1.

For vehicle speeds above 25 km/h, where the stopping distance is higher than 15 m, d_c as specified in Appendix 1, Figure 1 shall be as specified in Appendix 1, Table 2.

6.6. Blind Spot Information Static Tests

6.6.1. Static Test Type 1

Leave the vehicle under test stationary. Then manoeuvre the bicycle dummy perpendicular to the longitudinal median plane of the vehicle with an impact position 1,15 m in front of the most forward point of the vehicle, with a speed of $5 \pm 0,5$ km/h and a lateral tolerance of 0,2 m, as shown in Figure 2 in Appendix 1.

The test is passed if the Blind Spot Information signal is activated at the latest when the distance between bicycle and vehicle is 2 m.

6.6.2. Static Test Type 2

Leave the vehicle under test stationary. Then manoeuvre the bicycle dummy parallel to the longitudinal median plane of the vehicle, with a lateral separation of $2,75 \pm 0,2$ m, with a bicycle speed of $20 \pm 0,5$ km/h, as shown in Figure 2 of Appendix 1. The bicycle should be at constant speed at least 44 m before passing the most forward vehicle point.

The test is passed if the Blind Spot information signal is activated at the latest when the bicycle is 7,77 m away from the projection of the vehicle's most forward point to the bicycle line of movement.

- 6.7. The manufacturer shall demonstrate, to the satisfaction of the Technical Service and Type Approval Authority, through the use of documentation, simulation or any other means, that the Blind Spot Information signal is not activated, as described in paragraph 6.5.10, when the vehicle passes any other usual stationary object than the traffic sign. In particular, parked cars and traffic cones shall be addressed.

6.8. Failure detection test

- 6.8.1. Simulate a BSIS failure, for example by disconnecting the power source to any BSIS component or disconnecting any electrical connection between BSIS components. The electrical connections for the failure warning signal of paragraph 5.6.1 above shall not be disconnected when simulating a BSIS failure.

- 6.8.2. The failure warning signal mentioned in paragraph 5.3.1.7 above and specified in paragraph 5.6.1 shall be activated and remain activated while the vehicle is being driven and be reactivated upon each activation of the vehicle master control switch as long as the simulated failure exists.

6.9. Automatic deactivation test

6.9.1. Contaminate any of the system's sensing devices completely with a substance comparable to snow, ice or mud (e.g. based on water). The BSIS shall automatically deactivate, indicating this condition as specified in paragraph 5.6.2.

6.9.2. Remove any contamination from the system's sensing devices completely and perform a reactivation of the vehicle master control switch. The BSIS shall automatically reactivate after a driving time not exceeding 60 seconds.

7. MODIFICATION OF VEHICLE TYPE AND EXTENSION OF APPROVAL

7.1. Every modification of the vehicle type as defined in paragraph 2.2 of this Regulation shall be notified to the Type Approval Authority which approved the vehicle type. The Type Approval Authority may then either:

7.1.1. Consider that the modifications made do not have an adverse effect on the conditions of the granting of the approval and grant an extension of approval;

7.1.2. Consider that the modifications made affect the conditions of the granting of the approval and require further tests or additional checks before granting an extension of approval.

7.2. Confirmation or refusal of approval, specifying the alterations, shall be communicated by the procedure specified in paragraph 4.4 above to the Contracting Parties to the Agreement applying this Regulation.

7.3. The Type Approval Authority shall inform the other Contracting Parties of the extension by means of the communication form which appears in Annex 1 to this Regulation. It shall assign a serial number to each extension, to be known as the extension number.

8. CONFORMITY OF PRODUCTION

8.1. Procedures for the conformity of production shall conform to the general provisions defined in Article 2 and Schedule 1 to the Agreement (E/ECE/TRANS/505/Rev.3) and meet the following requirements:

8.2. A vehicle approved pursuant to this Regulation shall be so manufactured as to conform to the type approved by meeting the requirements of paragraph 5 above;

8.3. The Type Approval Authority which has granted the approval may at any time verify the conformity of control methods applicable to each production unit. The normal frequency of such inspections shall be once every two years.

9. PENALTIES FOR NON-CONFORMITY OF PRODUCTION

9.1. The approval granted in respect of a vehicle type pursuant to this Regulation may be withdrawn if the requirements laid down in paragraph 8 above are not complied with.

9.2. If a Contracting Party withdraws an approval it had previously granted, it shall forthwith so notify the other Contracting Parties applying this Regulation by sending them a communication form conforming to the model in Annex 1 to this Regulation.

10. PRODUCTION DEFINITELY DISCONTINUED

If the holder of the approval completely ceases to manufacture a type of vehicle approved in accordance with this Regulation, they shall so inform the Type Approval Authority which granted the approval, which in turn shall forthwith inform the other Contracting Parties to the Agreement applying this Regulation by means of a communication form conforming to the model in Annex 1 to this Regulation.

11. NAMES AND ADDRESSES OF THE TECHNICAL SERVICES RESPONSIBLE FOR CONDUCTING APPROVAL TESTS AND OF TYPE APPROVAL AUTHORITIES

The Contracting Parties to the Agreement applying this Regulation shall communicate to the United Nations Secretariat the names and addresses of the Technical Services responsible for conducting approval tests and of the Type Approval Authorities which grant approval and to which forms certifying approval or extension or refusal or withdrawal of approval are to be sent.

Appendix 1

Figure 1

Dynamic tests

Mark corridor using markers *, spacing not more than 5 m

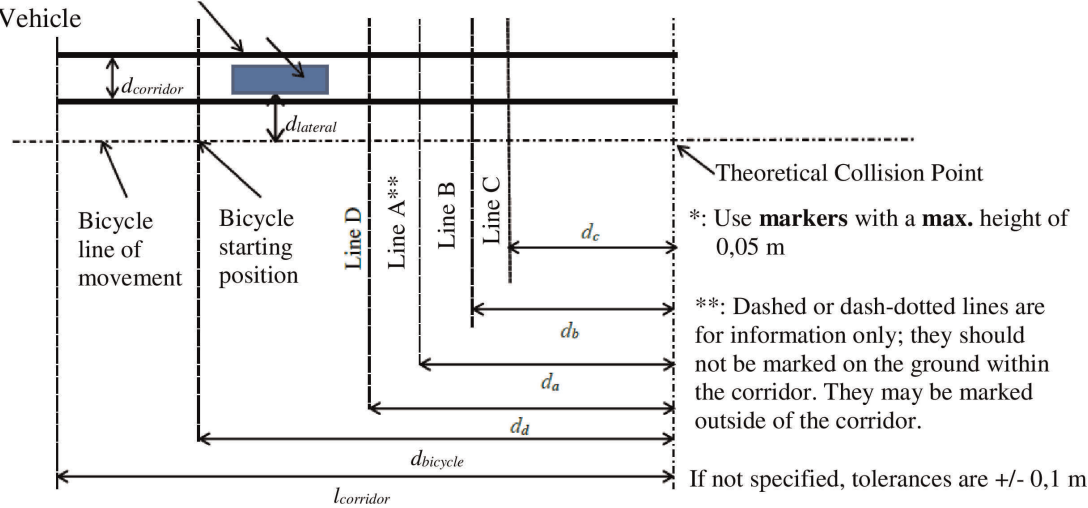
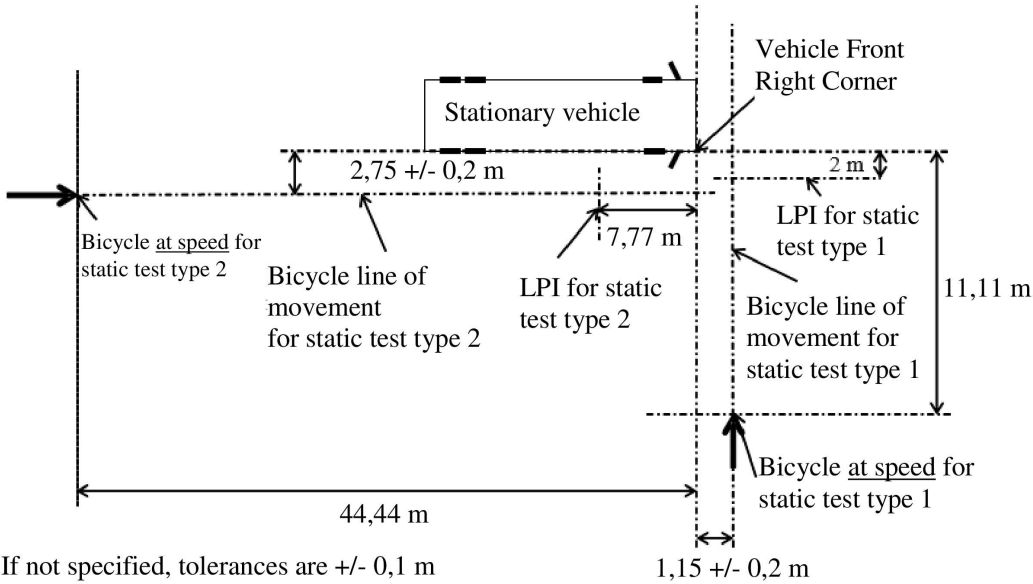


Figure 2

Static tests



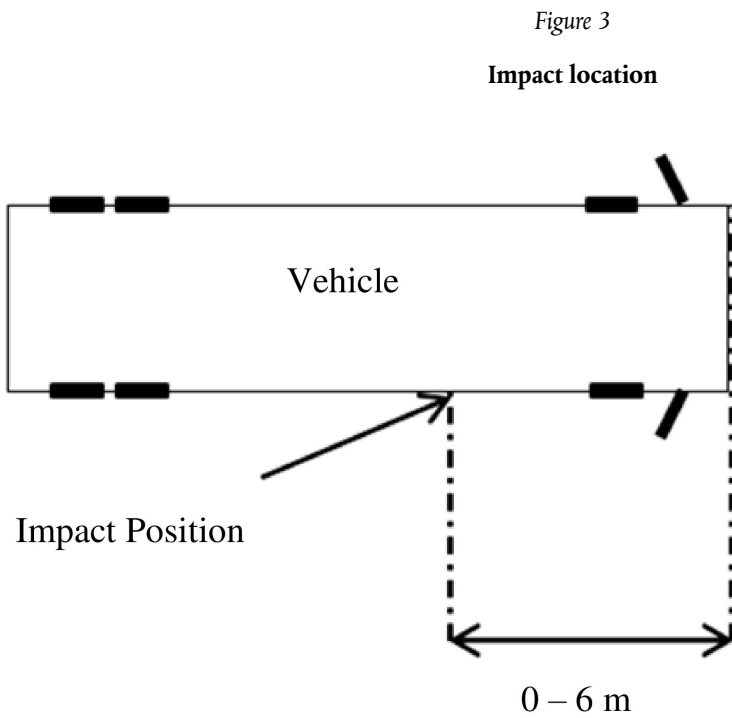


Table 1

Test cases

The following table details the test cases, using the following variables:

v_{vehicle}	steady-state velocity of vehicle
v_{bicycle}	steady-state velocity of bicycle
d_a	bicycle position when vehicle crosses line b
d_b	vehicle position when bicycle crosses line a
d_c	vehicle position at last point of information
d_d	vehicle position at first point of information ($d_c + (6\text{m} - \text{Impact Position}) + 11,11\text{ m}$ for vehicle speeds of 10 km/h and $d_c + (6\text{m} - \text{Impact Position}) + 22,22\text{ m}$ for vehicle speeds of 20 km/h)
d_{bicycle}	starting position of bicycle
l_{corridor}	length of vehicle corridor
d_{corridor}	width of vehicle corridor
d_{lateral}	lateral separation between bicycle and vehicle

The following variables do not specify test cases, but are given for information only (not influencing test parameters):

- (a) Impact position [m], this specifies the impact position for which the values of d_a and d_b in Table 1 have been calculated (d_d is always calculated for either an impact position of 6 m or start of synchronized movement, in case of same speeds for vehicles and bicycle);

(b) Turn radius [m], this specifies the turn radius for which the values of d_a and d_b in Table 1 have been calculated.

Test Case	v_{bicycle} [km/h]	v_{vehicle} [km/h]	d_{lateral} [m]	d_a [m]	d_b [m]	d_c [m]	d_d [m]	d_{bicycle} [m]	l_{corridor} [m]	d_{corridor} [m]	For information only (not influencing test parameters)	
											Impact Position [m]	Turn Radius [m]
1	20	10	1,25	44,4	15,8	15	26,1	65	80	vehicle width + 1 m	6	5
2	20	10			22	15	38,4				0	10
3	20	20			38,3	38,3	-				6	25
4	10	20	4,25	22,2	43,5	15	37,2				0	25
5	10	10			19,8	19,8	-				0	5
6	20	10		44,4	14,7	15	28				6	10
7					17,7		34				3	10

Table 2

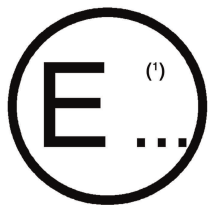
d_c for speeds above 25 km/h

Vehicle Speed [km/h]	d_c [m]
25	15
26	15,33
27	16,13
28	16,94
29	17,77
30	18,61

ANNEX 1

Communication

(maximum format: A4 (210 × 297 mm))



Issued by: Name of administration:

.....

.....

concerning ⁽²⁾: Approval granted
 Approval extended
 Approval refused
 Approval withdrawn
 Production definitively discontinued

of a type of vehicle with regard to the Blind Spot Information System (BSIS) pursuant to UN Regulation No 151

- Approval No:
1. Trademark:
 2. Type and trade name(s):
 3. Name and address of manufacturer:
 4. If applicable, name and address of manufacturer's representative:
 5. Brief description of vehicle:
 6. Date of submission of vehicle for approval:
 7. Technical Service performing the approval tests:
 8. Date of report issued by that Service:
 9. Number of report issued by that Service:
 10. Reason(s) for extension (if applicable) :
 11. Approval with regard to the BSIS is granted/refused:²
 12. Place:
 13. Date:
 14. Signature:
 15. Annexed to this communication are the following documents, bearing the approval number indicated above:
 16. Any remarks:

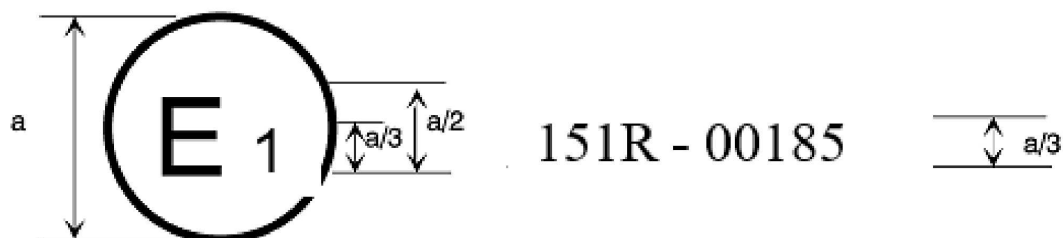
⁽¹⁾ Distinguishing number of the country which has granted, extended, refused or withdrawn approval (see approval provisions in the Regulation).

⁽²⁾ Strike out which does not apply.

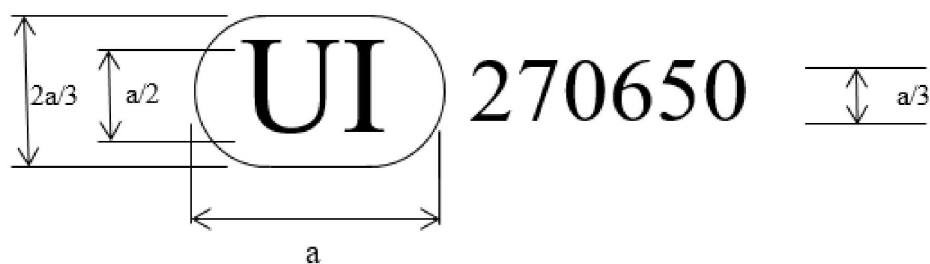
ANNEX 2

Arrangements of approval marks

(see paragraphs 4.5 to 4.5.2 of this Regulation)

 $a = 8 \text{ mm min.}$

The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in Germany (E1) with regard to the BSIS pursuant to UN Regulation No 151. The first two digits of the approval number indicate that the approval was granted in accordance with the requirements of UN Regulation No 151 in its original form.

 $a = 8 \text{ mm min.}$

The above Unique Identifier shows that the type concerned has been approved and that the relevant information on that type-approval can be accessed on the UN secure internet database by using 270650 as Unique Identifier. Any leading zeroes in the Unique Identifier may be omitted in the approval marking.

ANNEX 3

Procedure to define performance requirements for test cases other than those shown in the test case table

According to paragraph 6.5.9, the Technical Service may test other test cases than those shown in Table 1, Appendix 1. In this case, the Technical Service is obliged to verify that the selected parameter combination would lead to a critical situation. As a guidance for this, the following procedure assists in specifying the performance requirements.

d_a – the value d_a is used for synchronization between vehicle and bicycle movement. It is computed by multiplying 8 seconds of constant speed travel with the bicycle speed as specified in the table:

$$d_a = 8s \cdot v_{\text{Bicycle}}$$

d_b – the value d_b is used for synchronization between vehicle and bicycle movement. It is composed of three parts. The first part corresponds to 8 seconds of constant travel of the truck:

$$d_{b,1} = 8s \cdot v_{\text{Vehicle}}$$

The second part shifts the synchronization by taking into account the impact position of the bicycle. It is given using the Impact Location L :

$$d_{b,2} = L$$

The third part then takes into account the longer travel of the truck due to negotiating a constant radius turn towards the collision point rather than just going straight ahead as the bicycle does.

The turn segment is approximated by a constant radius circle that ends as soon as the desired lateral displacement is achieved. Therefore d_b needs to be shifted by the difference distance between straight and turning.

It can be calculated using the turn radius R , the lateral displacement $Y = d_{\text{lateral}} + 0,25$ m (distance bicycle centreline to vehicle edge) and the impact location L .

$$d_{b,3} = R \cdot \cos^{-1} \left(\frac{R - Y}{R} \right) - \sqrt{R^2 - (R - Y)^2}$$

The final value for d_b is $d_{b,1}$ minus the other two parts $d_{b,2}$ and $d_{b,3}$:

$$d_b = 8s \cdot v_{\text{Vehicle}} - L - R \cos^{-1} \left(\frac{R - Y}{R} \right) + \sqrt{R^2 - (R - Y)^2}$$

The value d_c defines the last point of information. For vehicle speeds of 10 km/h and higher, it is the maximum of two values:

the first value has been derived from physical test runs and characterizes at what distance from the collision point the heavy vehicle turn is started at the earliest and by turning towards the outside, the value is:

15 m.

The second value is the stopping distance, considering reaction time and the brake deceleration a , using the parameters deceleration and reaction time (5 m/s² and 1,4 seconds, respectively):

$$d_{\text{Stop}} = v_{\text{vehicle}} \cdot t_{\text{react}} + \frac{v_{\text{Vehicle}}^2}{2 |a|}$$

Therefore, d_c is defined by

$$d_c = \text{MAX} \left(15 \text{ m}; v_{\text{vehicle}} \cdot t_{\text{react}} + \frac{v_{\text{Vehicle}}^2}{2 |a|} \right)$$

For vehicle speeds below 5 km/h, it is sufficient if the information signal is given at a distance corresponding to a TTC value of 1,4 seconds (similar to the static tests).

Finally, d_d is the first point of information. It can be calculated by adding the distance corresponding to 4 seconds of vehicle travel time to d_c and correcting for the impact position in case the impact position is not 6 m:

$$d_d = d_c + 4s \cdot v_{\text{Vehicle}} + (6\text{m} - \text{Impact Position}).$$

These formulas allow to completely populate Table 1 in Appendix 1 for test cases other than those defined there.

Only the original UN/ECE texts have legal effect under international public law. The status and date of entry into force of this Regulation should be checked in the latest version of the UN/ECE status document TRANS/WP.29/343, available at: <http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29fdocsts.html>

UN Regulation No 152 – Uniform provisions concerning the approval of motor vehicles with regard to the Advanced Emergency Braking System (AEBS) for M₁ and N₁ vehicles [2020/1597]

Incorporating all valid text up to:

Supplement 1 to the 01 series of amendments – Date of entry into force: 3 January 2021

This document is meant purely as documentation tool. The authentic and legally binding texts are:

- ECE/TRANS/WP.29/2019/61
- ECE/TRANS/WP.29/2020/10 and
- ECE/TRANS/WP.29/2020/69

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8. Conformity of production
9. Penalties for non-conformity of production
10. Production definitively discontinued
11. Names and addresses of the Technical Services responsible for conducting approval tests and of Type Approval Authorities

ANNEXES

- 1 Communication
- 2 Arrangement of approval markings
- 3 Special requirements to be applied to the safety aspects of electronic control systems

Introduction

The intention of this Regulation is to establish uniform provisions for Advanced Emergency Braking Systems (AEBS) fitted to motor vehicles of the Categories M₁ and N₁ primarily used within urban driving conditions.

The system shall automatically detect a potential forward collision, provide the driver with an appropriate warning and activate the vehicle braking system to decelerate the vehicle with the purpose of avoiding or mitigating the severity of a collision in the event that the driver does not respond to the warning.

In the case of a failure in the system, the safe operation of the vehicle shall not be endangered.

During any action taken by the system, the driver can, at any time through a conscious action, e.g. by a steering action or an accelerator kick-down, take control and override the system.

This Regulation cannot cover all the traffic conditions and infrastructure features in the type-approval process; this Regulation recognises that the performances required in this Regulation cannot be achieved in all conditions (vehicle condition, road adhesion, weather conditions, deteriorated road infrastructure and traffic scenarios etc. may affect the system performances). Actual conditions and features in the real world should not result in false warnings or false braking to the extent that they encourage the driver to switch the system off.

This Regulation is an 'if-fitted' regulation. It shall not prevent contracting parties from mandating the fitting of AEBS approved in accordance to this Regulation.

1. SCOPE

This Regulation applies to the approval of vehicles of Category M₁ and N₁ ⁽¹⁾ with regard to an on-board system to

- (a) Avoid or mitigate the severity of a rear-end in lane collision with a passenger car,
- (b) Avoid or mitigate the severity of an impact with a pedestrian.

2. DEFINITIONS

For the purposes of this Regulation:

- 2.1. 'Advanced Emergency Braking System (AEBS)' means a system which can automatically detect an imminent forward collision and activate the vehicle braking system to decelerate the vehicle with the purpose of avoiding or mitigating a collision.
- 2.2. 'Emergency Braking' means a braking demand emitted by the AEBS to the service braking system of the vehicle.
- 2.3. 'Collision Warning' means a warning emitted by the AEBS to the driver when the AEBS has detected a potential forward collision.
- 2.4. 'Vehicle Type with Regard to its Advanced Emergency Braking System' means a category of vehicles which do not differ in such essential aspects as:
 - (a) Vehicle features which significantly influence the performances of the Advanced Emergency Braking System;
 - (b) The type and design of the Advanced Emergency Braking System.
- 2.5. 'Subject Vehicle' means the vehicle being tested.
- 2.6. 'Soft Target' means a target that will suffer minimum damage and cause minimum damage to the subject vehicle in the event of a collision.
- 2.7. 'VehicleTarget' means a target that represents a vehicle
- 2.8. 'Pedestrian Target' means a soft target that represents a pedestrian
- 2.9. 'Common Space' means an area on which two or more information functions (e.g. symbol) may be displayed, but not simultaneously.
- 2.10. 'Self-Check' means an integrated function that checks for a system failure on a continuous basis at least while the system is active.
- 2.11. 'Time to Collision (TTC)' means the value of time obtained by dividing the longitudinal distance (in the direction of travel of the subject vehicle) between the subject vehicle and the target by the longitudinal relative speed of the subject vehicle and the target, at any instant in time.
- 2.12. 'Dry road' means a road with a nominal peak braking coefficient of 0,9
- 2.13. 'Peak braking coefficient (PBC)': means the measure of tyre to road surface friction based on the maximum deceleration of a rolling tyre.
- 2.14. 'Calibration' means the process of setting a measurement system's response so that its output agrees with a range of reference signals.
- 2.15. 'Mass of a vehicle in running order' means the mass of an unladen vehicle with bodywork, including coolant, oils, 90 per cent of fuel, 100 per cent of other liquids, driver (75 kg) but except used waters, tools, spare wheel.

⁽¹⁾ As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.6, para. 2 - www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html

- 2.16. 'Unladen vehicle' means the mass in running order with an additional mass of maximum 125 kg. This additional mass includes the measuring equipment and a possible second person on the front seat who is responsible for noting the results.
- 2.17. 'Laden vehicle' means, except where otherwise stated, a vehicle so laden as to attain its 'maximum mass'.
- 2.18. 'Maximum mass' means the maximum mass stated by the vehicle manufacturer to be technically permissible (this mass may be higher than the 'permissible maximum mass' laid down by the national administration).
3. APPLICATION FOR APPROVAL
- 3.1. The application for approval of a vehicle type with regard to the Advanced Emergency Braking System shall be submitted by the vehicle manufacturer or by his authorised representative.
- 3.2. It shall be accompanied by the documents mentioned below in triplicate:
- 3.2.1. A description of the vehicle type with regard to the items mentioned in paragraph 2.4, together with a documentation package which gives access to the basic design of the AEBS and the means by which it is linked to other vehicle systems or by which it directly controls output variables. The numbers and/or symbols identifying the vehicle type shall be specified.
- 3.3. A vehicle representative of the vehicle type to be approved shall be submitted to the Technical Service conducting the approval tests.
4. APPROVAL
- 4.1. If the vehicle type submitted for approval pursuant to this Regulation meets the requirements of paragraph 5 below, approval of that vehicle shall be granted.
- 4.2. An approval number shall be assigned to each type approved; its first two digits (at present 00 corresponding to the 00 series of amendments) shall indicate the series of amendments incorporating the most recent major technical amendments made to the Regulation at the time of issue of the approval. The same Contracting Party shall not assign the same number to the same vehicle type equipped with another type of AEBS, or to another vehicle type.
- 4.3. Notice of approval or of refusal or withdrawal of approval pursuant to this Regulation shall be communicated to the Contracting Parties to the Agreement which apply this Regulation by means of a form conforming to the model in Annex 1 and documentation supplied by the applicant being in a format not exceeding A4 (210 × 297mm), or folded to that format, and on an appropriate scale or electronic format.
- 4.4. There shall be affixed, conspicuously and in a readily accessible place specified on the approval form, to every vehicle conforming to a vehicle type approved under this Regulation, an international approval mark conforming to the model described in Annex 2, consisting of:
- 4.4.1. A circle surrounding the Letter 'E' followed by the distinguishing number of the country which has granted approval; ⁽²⁾
- 4.4.2. The number of this Regulation, followed by the Letter 'R', a dash and the approval number to the right of the circle prescribed in paragraph 4.4.1 above.
- 4.5. If the vehicle conforms to a vehicle type approved under one or more other Regulations, annexed to the Agreement, in the country which has granted approval under this Regulation, the symbol prescribed in paragraph 4.4.1 above need not be repeated; in such a case, the Regulation and approval numbers and the additional symbols shall be placed in vertical columns to the right of the symbol prescribed in paragraph 4.4.1 above.

⁽²⁾ The distinguishing numbers of the Contracting Parties to the 1958 Agreement are reproduced in Annex 3 to the Consolidated Resolution on the Construction of Vehicles (R.E.3), document ECE/TRANS/WP.29/78/Rev.6.

- 4.6. The approval mark shall be clearly legible and be indelible.
- 4.7. The approval mark shall be placed close to or on the vehicle data plate.
5. SPECIFICATIONS
- 5.1. General requirements
- 5.1.1. Any vehicle fitted with an AEBS complying with the definition of paragraph 2.1 above shall meet the performance requirements contained in paragraphs 5.1 to 5.6.2 of this Regulation, shall meet the requirements of UN Regulation No 13-H in its 01 series of amendments for vehicles of Category M₁ and N₁ or UN Regulation No 13 in its 11 series of amendments for vehicles of Category N₁ and shall be equipped with an anti-lock braking function in accordance with the performance requirements of Annex 6 to UN Regulation No 13-H in its 01 series of amendments or of Annex 13 to UN Regulation No 13 in its 11 series of amendments.
- 5.1.2. The effectiveness of AEBS shall not be adversely affected by magnetic or electrical fields. This shall be demonstrated by fulfilling the technical requirements and respecting the transitional provisions of UN Regulation No 10 05 series of amendments.
- 5.1.3. Conformity with the safety aspects of electronic control systems shall be shown by meeting the requirements of Annex 3.
- 5.1.4. Warnings
- In addition to the collision warnings described in paragraphs 5.2.1.1 and 5.2.2.1, the system shall provide the driver with appropriate warning(s) as below:
- 5.1.4.1. A failure warning when there is a failure in the AEBS that prevents the requirements of this Regulation of being met. The warning shall be as specified in paragraph 5.5.4.
- 5.1.4.1.1. There shall not be an appreciable time interval between each AEBS self-check, and subsequently there shall not be a delay in illuminating the warning signal, in the case of an electrically detectable failure.
- 5.1.4.1.2. If the system has not been calibrated after a cumulative driving time of 15 seconds above a speed of 10km/h, information of this status shall be indicated to the driver. This information shall exist until the system has been successfully calibrated.
- 5.1.4.2. A deactivation warning, if the vehicle is equipped with a means to manually deactivate the AEBS, shall be given when the system is deactivated. This shall be as specified in paragraph 5.4.2.
- 5.1.4.3. Upon detection of any non-electrical failure condition (e.g. sensor blindness or sensor misalignment), the warning signal as defined in paragraph 5.1.4.1 shall be illuminated.
- 5.1.5. Emergency braking
- Subject to the provisions of paragraphs 5.3.1 and 5.3.2, the system shall provide emergency braking interventions described in paragraphs 5.2.1.2 and 5.2.2.2 having the purpose of significantly decreasing the speed of the subject vehicle.
- 5.1.6. False reaction avoidance
- The system shall be designed to minimise the generation of collision warning signals and to avoid autonomous braking in situations where the driver would not recognise an impending collision. This shall be demonstrated in the assessment carried out under Annex 3 of this Regulation for the scenarios listed in its Appendix 2.
- 5.2. Specific Requirements
- 5.2.1. Car to car scenario

5.2.1.1. Collision warning

When a collision with a preceding vehicle of Category M₁, in the same lane with a relative speed above that speed up to which the subject vehicle is able to avoid the collision, can be anticipated 0,8 seconds ahead of an emergency braking, the collision warning shall be as specified in paragraph 5.5.1, and shall be provided at the latest 0,8 seconds before the start of emergency braking.

However, in case the collision cannot be anticipated 0,8 seconds ahead of an emergency braking, the collision warning shall be issued immediately after the detection.

The collision warning may be aborted if the conditions prevailing a collision are no longer present.

5.2.1.2. Emergency braking

When the system has detected the possibility of an imminent collision, there shall be a braking demand of at least 5,0 m/s² to the service braking system of the vehicle.

The emergency braking may be aborted if the conditions prevailing a collision are no longer present.

This shall be tested in accordance with paragraphs 6.4 and 6.5 of this Regulation.

5.2.1.3. Speed

The system shall be active at least within the vehicle speed range between 10 km/h and 60 km/h and at all vehicle load conditions, unless manually deactivated as per paragraph 5.4.

5.2.1.4. Speed reduction by braking demand

When the system is activated, the AEBS shall be able to achieve the maximum relative impact speed as shown in the following table:

- (a) for collisions with constantly travelling or stationary targets;
- (b) on dry roads;
- (c) in laden and unladen conditions;
- (d) in situations where the vehicle longitudinal centre planes are displaced by not more than 0,2 m; and/or
- (e) in ambient illumination conditions of at least 1 000 lux.

It is recognised that the performances required in this table may not be fully achieved in other conditions than those listed above. However, the system shall not deactivate or drastically change the control strategy in these other conditions. This shall be demonstrated in accordance with Annex 3 of this Regulation.

Maximum relative Impact Speed (km/h) for M₁ vehicles

Relative Speed (km/h)	Stationary		Moving	
	Laden	Unladen	Laden	Unladen
10	0,00	0,00	0,00	0,00
15	0,00	0,00	0,00	0,00
20	0,00	0,00	0,00	0,00
25	0,00	0,00	0,00	0,00
30	0,00	0,00	0,00	0,00
35	0,00	0,00	0,00	0,00
40	0,00	0,00	0,00	0,00
42	10,00	0,00	-	0,00

Relative Speed (km/h)	Stationary		Moving	
	Laden	Unladen	Laden	Unladen
45	15,00	15,00	-	-
50	25,00	25,00	-	-
55	30,00	30,00	-	-
60	35,00	35,00	-	-

Maximum relative Impact Speed (km/h) for N₁ vehicles (*)

Relative Speed (km/h)	Stationary/Moving	
	Maximum mass	Mass in running order
10	0,00	0,00
15	0,00	0,00
20	0,00	0,00
25	0,00	0,00
30	0,00	0,00
32	0,00	0,00
35	0,00	0,00
38	0,00	0,00
40	10,00	0,00
42	15,00	0,00
45	20,00	15,00
50	30,00	25,00
55	35,00	30,00
60	40,00	35,00

(*) For relative speeds between the listed values (e.g. 53 km/h), the maximum relative impact speed (i.e. 35/30 km/h) assigned to the next higher relative speed (i.e. 55 km/h) shall apply.

For masses above the mass in running order, the maximum relative impact speed assigned to the maximum mass shall apply.

5.2.2. Car to pedestrian scenario

5.2.2.1. Collision warning

When the AEBS has detected the possibility of a collision with a pedestrian crossing the road at a constant speed of 5 km/h, a collision warning shall be provided as specified in paragraph 5.5.1 and shall be provided no later than the start of emergency braking intervention.

The collision warning may be aborted if the conditions prevailing a collision are no longer present.

5.2.2.2. Emergency braking

When the system has detected the possibility of an imminent collision, there shall be a braking demand of at least 5,0 m/s² to the service braking system of the vehicle.

The emergency braking may be aborted if the conditions prevailing a collision are no longer present

This shall be tested in accordance with paragraph 6.6 of this Regulation.

5.2.2.3. Speed

The system shall be active at least within the vehicle speed range between 20 km/h and 60 km/h and at all vehicle load conditions, unless manually deactivated as per paragraph 5.4.

5.2.2.4. Speed reduction by braking demand

When the system is activated, the AEBS shall be able to achieve the maximum relative impact speed as shown in the following table:

- (a) with crossing pedestrians with a lateral speed component of not more than 5 km/h;
- (b) on dry roads;
- (c) in laden and unladen conditions;
- (d) in situations where the vehicle longitudinal centre planes are displaced by not more than 0,2 m; and/or
- (e) in ambient illumination conditions of at least 2 000 Lux.

It is recognised that the performances required in this table may not be fully achieved in other conditions than those listed above. However the system shall not deactivate or drastically change the control strategy in these other conditions. This shall be demonstrated in accordance with Annex 3 of this Regulation.

Maximum Impact Speed (km/h) for M₁ vehicles (*)

Subject vehicle speed (km/h)	Maximum mass	Mass in running order
20	0,00	0,00
25	0,00	0,00
30	0,00	0,00
35	0,00	0,00
40	0,00	0,00
42	10,00	0,00
45	15,00	15,00
50	25,00	25,00
55	30,00	30,00
60	35,00	35,00

(*) For relative speeds between the listed values (e.g. 53 km/h), the maximum relative impact speed (i.e. 30/30 km/h) assigned to the next higher relative speed (i.e. 55 km/h) shall apply.

For masses above the mass in running order, the maximum relative impact speed assigned to the maximum mass shall apply.

Maximum Impact Speed (km/h) for N₁ vehicles (*)

Subject vehicle speed (km/h)	Maximum mass	Mass in running order
20	0,00	0,00
25	0,00	0,00
30	0,00	0,00
35	0,00	0,00
40	10,00	0,00
42	15,00	0,00
45	20,00	15,00
50	30,00	25,00
55	35,00	30,00
60	40,00	35,00

(*) For subject vehicle speeds between the listed values (e.g. 53 km/h), the maximum impact speed (i.e. 35/30 km/h) assigned to the next higher subject vehicle speed (i.e. 55 km/h) shall apply.

For masses above the mass in running order, the maximum relative impact speed assigned to the maximum mass shall apply.

5.3. Interruption by the Driver

5.3.1. The AEBS shall provide the means for the driver to interrupt the collision warning and the emergency braking.

5.3.2. In both cases above, this interruption may be initiated by any positive action (e.g. kick-down, operating the direction indicator control) that indicates that the driver is aware of the emergency situation. The vehicle manufacturer shall provide a list of these positive actions to the technical service at the time of type approval and it shall be annexed to the test report.

5.4. Manual deactivation

5.4.1. When a vehicle is equipped with a means to manually deactivate the AEBS function, the following conditions shall apply as appropriate:

5.4.1.1 The AEBS function shall be automatically reinstated at the initiation of each new ignition cycle.

5.4.1.2. The AEBS control shall be designed in such a way that manual deactivation shall not be possible with less than two deliberate actions.

5.4.1.3. The AEBS control shall be installed so as to comply with the relevant requirements and transitional provisions of UN Regulation No 121 in its 01 series of amendments or any later series of amendments.

5.4.1.4. It shall not be possible to deactivate the AEBS at a speed above 10 km/h.

5.4.2. When the vehicle is equipped with a means to automatically deactivate the AEBS function, for instance in situations such as off-road use, being towed, being operated on a dynamometer, being operated in a washing plant, in case of a non-detectable misalignment of sensors, the following conditions shall apply as appropriate:

- 5.4.2.1. The vehicle manufacturer shall provide a list of situations and corresponding criteria where the AEBS function is automatically deactivated to the technical service at the time of type approval and it shall be annexed to the test report.
- 5.4.2.2. The AEBS function shall be automatically reactivated as soon as the conditions that led to the automatic deactivation are not present anymore.
- 5.4.3. A constant optical warning signal shall inform the driver that the AEBS function has been deactivated. The yellow warning signal specified in paragraph 5.5.4 below may be used for this purpose.
- 5.5. Warning Indication
- 5.5.1. The collision warning referred to in paragraphs 5.2.1.1 and 5.2.2.1 shall be provided by at least two modes selected from acoustic, haptic or optical.
- 5.5.2. A description of the warning indication and the sequence in which the collision warning signals are presented to the driver shall be provided by the vehicle manufacturer at the time of type-approval and recorded in the test report.
- 5.5.3. Where an optical means is used as part of the collision warning, the optical signal may be the flashing of the failure warning signal specified in paragraph 5.5.4.
- 5.5.4. The failure warning referred to in paragraph 5.1.4.1 shall be a constant yellow optical warning signal.
- 5.5.5. Each AEBS optical warning signal shall be activated either when the ignition (start) switch is turned to the 'on' (run) position or when the ignition (start) switch is in a position between the 'on' (run) and 'start' that is designated by the manufacturer as a check position (initial system (power-on)). This requirement does not apply to warning signals shown in a common space.
- 5.5.6. The optical warning signals shall be visible even by daylight; the satisfactory condition of the signals must be easily verifiable by the driver from the driver's seat.
- 5.5.7. When the driver is provided with an optical warning signal to indicate that the AEBS is temporarily not available, for example due to inclement weather conditions, the signal shall be constant and yellow in colour. The failure warning signal specified in paragraph 5.5.4 above may be used for this purpose.
- 5.6. Provisions for the Periodic Technical Inspection
- 5.6.1. At a Periodic Technical Inspection, it shall be possible to confirm the correct operational status of the AEBS by a visible observation of the failure warning signal status, following a 'power-ON' and any bulb check.
- In the case of the failure warning signal being in a common space, the common space must be observed to be functional prior to the failure warning signal status check.
- 5.6.2. At the time of type approval, the means to protect against simple unauthorised modification of the operation of the failure warning signal chosen by the manufacturer shall be confidentially outlined.
- Alternatively, this protection requirement is fulfilled when a secondary means of checking the correct operational status of the AEBS is available.
6. TEST PROCEDURE
- 6.1. Test conditions
- 6.1.1. The test shall be performed on a flat, dry concrete or asphalt surface affording good adhesion.

- 6.1.1.1. The road test surface shall have a nominal ⁽³⁾ peak braking coefficient (PBC) of 0,9, unless otherwise specified, when measured using either:
- 6.1.1.2. The American Society for Testing and Materials (ASTM) E1136 standard reference test tyre, in accordance with ASTM Method E1337-90, at a speed of 40 mph; or
- 6.1.1.3. The k-test method specified in Appendix 2 to Annex 6 of UN Regulation No 13-H.
- 6.1.1.4. The test surface has a consistent slope between level and 1 per cent.
- 6.1.2. The ambient temperature shall be between 0 °C and 45 °C.
- 6.1.3. The horizontal visibility range shall allow the target to be observed throughout the test.
- 6.1.4. The tests shall be performed when there is no wind liable to affect the results.
- 6.1.5. Natural ambient illumination must be homogeneous in the test area and in excess of 1 000 lux in the case of car to car scenario as stipulated in paragraph 5.2.1 and of 2 000 lux in the case of car to pedestrian scenario as stipulated in paragraph 5.2.2. It should be ensured that testing is not performed whilst driving towards, or away from the sun at a low angle.
- 6.2. Vehicle Conditions
 - 6.2.1. Test Weight

The vehicle shall be tested in at least the unladen and laden conditions.

The load distribution shall be according to the manufacturer's recommendation. No alteration shall be made once the test procedure has begun.
 - 6.2.2. Pre-Test Conditioning
 - 6.2.2.1. If requested by the vehicle manufacturer.

The vehicle can be driven a maximum of 100 km on a mixture of urban and rural roads with other traffic and roadside furniture to calibrate the sensor system.

The vehicle can undergo a sequence of brake activations in order to ensure the service brake system is bedded in prior to the test.
 - 6.2.2.2. Details of the pre-test condition strategy requested by the vehicle manufacturer shall be identified and recorded in the vehicle type approval documentation.
- 6.3. Test Targets
 - 6.3.1. The target used for the vehicle detection tests shall be a regular high volume series production passenger car of Category M₁ AA saloon, or alternatively a 'soft target' representative of such a vehicle in terms of its identification characteristics applicable to the sensor system of the AEBS under test according to ISO 19206-1:2018. The reference point for the location of the vehicle shall be the most rearward point on the centreline of the vehicle.
 - 6.3.2. The targets used for the pedestrian detection tests shall be a 'soft target' and be representative of the human attributes applicable to the sensor system of the AEBS under test according to ISO 19206-2:2018.
 - 6.3.3. Details that enable the target(s) to be specifically identified and reproduced shall be recorded in the vehicle type approval documentation.

⁽³⁾ The 'nominal' value is understood as being the theoretical target value.

6.4. Warning and Activation Test with a Stationary Vehicle Target

- 6.4.1. The subject vehicle shall approach the stationary target in a straight line for at least two seconds prior to the functional part of the test with a subject vehicle to target centreline offset of not more than 0,2 m.

Tests shall be conducted with a vehicle travelling at 20, 42 and 60 km/h (with a tolerance of ± 2 km/h). If this is deemed justified, the technical service may test any other speeds within the speed range as defined in paragraph 5.2.1.3.

The functional part of the test shall start when the subject vehicle is travelling at a constant speed and is at a distance corresponding to a Time To Collision (TTC) of at least 4 seconds from the target.

From the start of the functional part until the point of collision there shall be no adjustment to any control of the subject vehicle by the driver other than slight adjustments to the steering control to counteract any drifting.

- 6.4.2. The timing for the collision warning modes referred to in paragraph 5.5.1 shall comply with the provisions of paragraph 5.2.1.1.

6.5. Warning and Activation Test with a Moving Vehicle Target

- 6.5.1. The subject vehicle and the moving target shall travel in a straight line, in the same direction, for at least two seconds prior to the functional part of the test, with a subject vehicle to target centreline offset of not more than 0,2 m.

Tests shall be conducted with a vehicle travelling at 30 and 60 km/h and target travelling at 20 km/h (with a tolerance of ± 2 km/h for both the subject and the target vehicles). If this is deemed justified, the Technical Service may test any other speeds for subject vehicle and target vehicle within the speed range as defined in paragraph 5.2.1.3.

The functional part of the test shall start when the subject vehicle is travelling at a constant speed and is at a distance corresponding to a TTC of at least 4 seconds from the target.

From the start of the functional part of the test until the subject vehicle comes to a speed equal to that of the target there shall be no adjustment to any subject vehicle control by the driver other than slight steering adjustments to counteract any drifting.

- 6.5.2. The timing for the collision warning modes referred to in paragraph 5.5.1 above shall comply with the provisions of paragraph 5.2.1.1.

6.6. Warning and Activation Test with a Pedestrian Target

- 6.6.1. The subject vehicle shall approach the impact point with the pedestrian target in a straight line for at least two seconds prior to the functional part of the test with a subject vehicle to impact point centreline offset of not more than 0,1 m.

The functional part of the test shall start when the subject vehicle is travelling at a constant speed and is at a distance corresponding to a TTC of at least 4 seconds from the collision point.

The pedestrian target shall travel in a straight line perpendicular to the subject vehicle's direction of travel at a constant speed of $5 \text{ km/h} \pm 0,2 \text{ km/h}$, starting not before the functional part of the test has started. The pedestrian target's positioning shall be coordinated with the subject vehicle in such a way that the impact point of the pedestrian target on the front of the subject vehicle is on the longitudinal centreline of the subject vehicle, with a tolerance of not more than 0,1 m if the subject vehicle would remain at the prescribed test speed throughout the functional part of the test and does not brake.

Tests shall be conducted with a vehicle travelling at 20, 30 and 60 km/h (with a tolerance of ± 2 km/h). The technical service may test any other speeds within the speed range as defined in paragraphs 5.2.2.3 and 5.2.2.4.

From the start of the functional part until the subject vehicle has avoided the collision or the subject vehicle has passed the impact point with the pedestrian target there shall be no adjustment to any control of the subject vehicle by the driver other than slight adjustments to the steering control to counteract any drifting.

The test prescribed above shall be carried out with a 6-year old child pedestrian 'soft target' defined in 6.3.2.

6.6.2. The timing for the collision warning modes referred to in paragraph 5.5.1 above shall comply with the provisions of paragraph 5.2.2.1.

6.7. (reserved)

6.8. Failure Detection Test

6.8.1 Simulate an electrical failure, for example, by disconnecting the power source to any AEBS component or disconnecting any electrical connection between AEBS components. When simulating an AEBS failure, neither the electrical connections for the driver warning signal of paragraph 5.5.4 above nor the optional manual AEBS deactivation control of paragraph 5.4 shall be disconnected.

6.8.2. The failure warning signal mentioned in paragraph 5.5.4 above shall be activated and remain activated not later than 10 s after the vehicle has been driven at a speed greater than 10 km/h and be reactivated immediately after a subsequent ignition 'off' ignition 'on' cycle with the vehicle stationary as long as the simulated failure exists.

6.9. Deactivation Test

6.9.1. For vehicles equipped with means to deactivate the AEBS, turn the ignition (start) switch to the 'on' (run) position and deactivate the AEBS. The warning signal mentioned in paragraph 5.4.2 above shall be activated. Turn the ignition (start) switch to the 'off' position. Again, turn the ignition (start) switch to the 'on' (run) position and verify that the previously activated warning signal is not reactivated, thereby indicating that the AEBS has been reinstated as specified in paragraph 5.4.1 above. If the ignition system is activated by means of a 'key', the above requirement shall be fulfilled without removing the key.

6.10. Robustness of the system

6.10.1. Any of the above test scenarios, where a scenario describes one test setup at one subject vehicle speed at one load condition of one category (Car to Car, Car to Pedestrian), shall be performed two times. If one of the two test runs fails to meet the required performance, the test may be repeated once. A test scenario shall be accounted as passed if the required performance is met in two test runs. The number of failed tests runs within one category shall not exceed:

- (a) 10 per cent of the performed test runs for the Car to Car tests; and
- (b) 10 per cent of the performed test runs for the Car to Pedestrian tests.

6.10.2. The root cause of any failed test run shall be analysed together with the Technical Service and annexed to the test report. If the root cause cannot be linked to a deviation in the test setup, the technical service may test any other speeds within the speed range as defined in paragraphs 5.2.1.3, 5.2.1.4, 5.2.2.3 or 5.2.2.4 as relevant.

6.10.3. During the assessment as per Annex 3, the manufacturer shall demonstrate, via appropriate documentation, that the system is capable of reliably delivering the required performances.

7. MODIFICATION OF VEHICLE TYPE AND EXTENSION OF APPROVAL

7.1. Every modification of the vehicle type as defined in paragraph 2.4 above shall be notified to the Type Approval Authority which approved the vehicle type. The Type Approval Authority may then either:

- 7.1.1. Consider that the modifications made do not have an adverse effect on the conditions of the granting of the approval and grant an extension of approval;
- 7.1.2. Consider that the modifications made affect the conditions of the granting of the approval and require further tests or additional checks before granting an extension of approval.
- 7.2. Confirmation or refusal of approval, specifying the alterations, shall be communicated by the procedure specified in paragraph 4.3 above to the Contracting Parties to the Agreement which apply this Regulation.
- 7.3. The Type Approval Authority shall inform the other Contracting Parties of the extension by means of the communication form which appears in Annex 1 to this Regulation. It shall assign a serial number to each extension to be known as the extension number.
8. CONFORMITY OF PRODUCTION
- 8.1. Procedures concerning conformity of production shall comply with those set out in the 1958 Agreement, Schedule 1 (E/ECE/TRANS/505/Rev.3) and meet the following requirements:
- 8.2. A vehicle approved pursuant to this Regulation shall be so manufactured as to conform to the type approved by meeting the requirements of paragraph 5 above;
- 8.3. The Type Approval Authority which has granted approval may at any time verify the conformity of control methods applicable to each production unit. The normal frequency of such inspections shall be once every two years.
9. PENALTIES FOR NON-CONFORMITY OF PRODUCTION
- 9.1. The approval granted in respect of a vehicle type pursuant to this Regulation may be withdrawn if the requirements laid down in paragraph 8, above are not complied with.
- 9.2. If a Contracting Party withdraws an approval it had previously granted, it shall forthwith so notify the other Contracting Parties applying this Regulation by sending them a communication form conforming to the model in Annex 1 to this Regulation.
10. PRODUCTION DEFINITELY DISCONTINUED
- If the holder of the approval completely ceases to manufacture a type of vehicle approved in accordance with this Regulation, he shall so inform the Type Approval Authority which granted the approval, which in turn shall forthwith inform the other Contracting Parties to the Agreement applying this Regulation by means of a communication form conforming to the model in Annex 1 to this Regulation.
11. NAMES AND ADDRESSES OF THE TECHNICAL SERVICES RESPONSIBLE FOR CONDUCTING APPROVAL TESTS AND OF TYPE APPROVAL AUTHORITIES
- The Contracting Parties to the Agreement applying this Regulation shall communicate to the United Nations Secretariat (*) the names and addresses of the Technical Services responsible for conducting approval tests and of the Type Approval Authorities which grant approval and to which forms certifying approval or extension or refusal or withdrawal of approval are to be sent.
12. TRANSITIONAL PROVISIONS
- 12.1. As from the official date of entry into force of the 01 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept type approvals under this Regulation as amended by the 01 series of amendments.

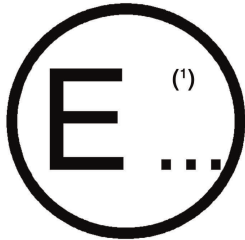
(*) The UNECE secretariat provides the online platform ('/343 Application') for exchange of such information with the secretariat: <https://www.unece.org/trans/main/wp29/datasharing.html>

- 12.2. As from 1 May 2024, Contracting Parties applying this Regulation shall not be obliged to accept type approvals to the original version of this Regulation, first issued after 1 May 2024.
 - 12.3. Until 1 May 2026, Contracting Parties applying this Regulation shall accept type approvals to the original version of this Regulation, first issued before 1 May 2024.
 - 12.4. As from 1 May 2026, Contracting Parties applying this Regulation shall not be obliged to accept type approvals issued to the original version of this Regulation.
 - 12.5. Notwithstanding paragraph 12.4, Contracting Parties applying this Regulation shall continue to accept type approvals issued according to the original version of this Regulation, for vehicles which are not affected by the changes introduced by the 01 Series of amendments..
 - 12.6. Contracting Parties applying this Regulation shall not refuse to grant type approvals according to any preceding series of amendments to this Regulation or extensions thereof.
-

ANNEX 1

Communication

(maximum format: A4 (210 × 297 mm))



Issued by: Name of administration:

.....

.....

concerning: ⁽²⁾

Approval granted

Approval extended

Approval refused

Approval withdrawn

Production definitively discontinued

of a type of vehicle with regard to the advanced emergency braking system pursuant to UN Regulation No 152

Approval No:

1. Trademark:

2. Type and trade name(s):

3. Name and address of manufacturer:

4. If applicable, name and address of manufacturer's representative:

5. Brief description of vehicle:

6. Date of submission of vehicle for approval:

7. Technical Service performing the approval tests:

8. Date of report issued by that Service:

9. Number of report issued by that Service:

10. Approval granted/refused/extended/withdrawn:²

11. Place:

12. Date:

13. Signature:

14. Annexed to this communication are the following documents, bearing the approval number indicated above:

15. Any remarks:

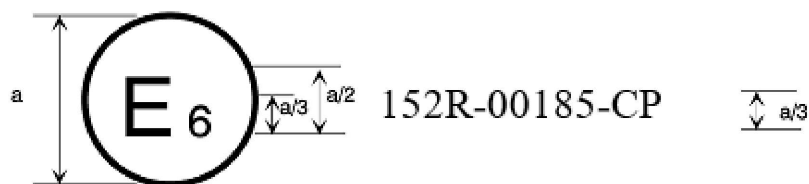
⁽¹⁾ Distinguishing number of the country which has granted, extended, refused or withdrawn approval (see approval provisions in the Regulation).

⁽²⁾ Strike out which does not apply.

ANNEX 2

Arrangements of approval marks

(see paragraphs 4.4 to 4.4.2 of this Regulation)



a = 8 mm min.

The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in Belgium (E 6) with regard to the Advanced Emergency Braking Systems (AEBS) pursuant to UN Regulation No 152 (marked with C for Car to Car and P for Car to Pedestrian). The first two digits of the approval number indicate that the approval was granted in accordance with the requirements of UN Regulation No 152 in its original form.

ANNEX 3

Special requirements to be applied to the safety aspects of electronic control systems

1. General

This annex defines the special requirements for documentation, fault strategy and verification with respect to the safety aspects of Complex Electronic Vehicle Control Systems (paragraph 2.4 below) as far as this Regulation is concerned.

This annex shall also apply to safety related functions identified in this Regulation which are controlled by electronic system(s) (paragraph 2.3) as far as this Regulation is concerned.

This annex does not specify the performance criteria for 'The System' but covers the methodology applied to the design process and the information which must be disclosed to the Technical Service, for type approval purposes.

This information shall show that 'The System' respects, under non-fault and fault conditions, all the appropriate performance requirements specified elsewhere in this Regulation and that it is designed to operate in such a way that it does not induce safety critical risks.

2. Definitions

For the purposes of this annex,

- 2.1. 'The System' means an electronic control system or complex electronic control system that provides or forms part of the control transmission of a function to which this Regulation applies. This also includes any other system covered in the scope of this Regulation, as well as transmission links to or from other systems that are outside the scope of this Regulation, that acts on a function to which this Regulation applies.
- 2.2. 'Safety Concept' is a description of the measures designed into the system, for example within the electronic units, so as to address system integrity and thereby ensure safe operation under fault and non-fault conditions, including in the event of an electrical failure. The possibility of a fall-back to partial operation or even to a back-up system for vital vehicle functions may be a part of the safety concept.
- 2.3. 'Electronic Control System' means a combination of units, designed to co-operate in the production of the stated vehicle control function by electronic data processing. Such systems, often controlled by software, are built from discrete functional components such as sensors, electronic control units and actuators and connected by transmission links. They may include mechanical, electro-pneumatic or electro-hydraulic elements.
- 2.4. 'Complex Electronic Vehicle Control Systems' are those electronic control systems in which a function controlled by an electronic system or the driver may be over-ridden by a higher level electronic control system/function. A function which is over-ridden becomes part of the complex system, as well as any overriding system/function within the scope of this Regulation. The transmission links to and from overriding systems/function outside of the scope of this Regulation shall also be included.
- 2.5. 'Higher-Level Electronic Control' systems/functions are those which employ additional processing and/or sensing provisions to modify vehicle behaviour by commanding variations in the function(s) of the vehicle control system. This allows complex systems to automatically change their objectives with a priority which depends on the sensed circumstances.
- 2.6. 'Units' are the smallest divisions of system components which will be considered in this annex, since these combinations of components will be treated as single entities for purposes of identification, analysis or replacement.
- 2.7. 'Transmission links' are the means used for inter-connecting distributed units for the purpose of conveying signals, operating data or an energy supply. This equipment is generally electrical but may, in some part, be mechanical, pneumatic or hydraulic.

- 2.8. 'Range of control' refers to an output variable and defines the range over which the system is likely to exercise control.
- 2.9. 'Boundary of functional operation' defines the boundaries of the external physical limits within which the system is able to maintain control.
- 2.10. 'Safety Related Function' means a function of 'The System' that is capable of changing the dynamic behaviour of the vehicle. 'The System' may be capable of performing more than one safety related function.

3. Documentation

3.1. Requirements

The manufacturer shall provide a documentation package which gives access to the basic design of 'The System' and the means by which it is linked to other vehicle systems or by which it directly controls output variables. The function(s) of 'The System' and the safety concept, as laid down by the manufacturer, shall be explained. Documentation shall be brief, yet provide evidence that the design and development has had the benefit of expertise from all the system fields which are involved. For periodic technical inspections, the documentation shall describe how the current operational status of 'The System' can be checked.

The Technical Service shall assess the documentation package to show that 'The System':

- (a) Is designed to operate, under non-fault and fault conditions, in such a way that it does not induce safety critical risks;
- (b) Respects, under non-fault and fault conditions, all the appropriate performance requirements specified elsewhere in this Regulation; and,
- (c) Was developed according to the development process/method declared by the manufacturer.

3.1.1. Documentation shall be made available in two parts:

- (a) The formal documentation package for the approval, containing the material listed in paragraph 3 (with the exception of that of paragraph 3.4.4) which shall be supplied to the Technical Service at the time of submission of the type approval application. This documentation package shall be used by the Technical Service as the basic reference for the verification process set out in paragraph 4 of this annex. The Technical Service shall ensure that this documentation package remains available for a period determined in agreement with the Approval Authority. This period shall be at least 10 years counted from the time when production of the vehicle is definitely discontinued.
- (b) Additional material and analysis data of paragraph 3.4.4 which shall be retained by the manufacturer, but made open for inspection at the time of type approval. The manufacturer shall ensure that this material and analysis data remains available for a period of 10 years counted from the time when production of the vehicle is definitely discontinued.

3.2. Description of the functions of 'The System'

A description shall be provided which gives a simple explanation of all the control functions of 'The System' and the methods employed to achieve the objectives, including a statement of the mechanism(s) by which control is exercised.

Any described function that can be over-ridden shall be identified and a further description of the changed rationale of the function's operation provided.

3.2.1. A list of all input and sensed variables shall be provided and the working range of these defined.

3.2.2. A list of all output variables which are controlled by 'The System' shall be provided and an indication given, in each case, of whether the control is direct or via another vehicle system. The range of control (paragraph 2.8) exercised on each such variable shall be defined.

3.2.3. Limits defining the boundaries of functional operation (paragraph 2.9) shall be stated where appropriate to system performance.

3.3. System layout and schematics

3.3.1. Inventory of components.

A list shall be provided, collating all the units of 'The System' and mentioning the other vehicle systems which are needed to achieve the control function in question.

An outline schematic showing these units in combination, shall be provided with both the equipment distribution and the interconnections made clear.

3.3.2. Functions of the units

The function of each unit of 'The System' shall be outlined and the signals linking it with other units or with other vehicle systems shall be shown. This may be provided by a labelled block diagram or other schematic, or by a description aided by such a diagram.

3.3.3. Interconnections

Interconnections within 'The System' shall be shown by a circuit diagram for the electric transmission links, by a piping diagram for pneumatic or hydraulic transmission equipment and by a simplified diagrammatic layout for mechanical linkages. The transmission links both to and from other systems shall also be shown

3.3.4. Signal flow, operating data and priorities

There shall be a clear correspondence between these transmission links and the signals and/or operating data carried between units. Priorities of signals and/or operating data on multiplexed data paths shall be stated wherever priority may be an issue affecting performance or safety as far as this Regulation is concerned.

3.3.5. Identification of units

Each unit shall be clearly and unambiguously identifiable (e.g. by marking for hardware and marking or software output for software content) to provide corresponding hardware and documentation association.

Where functions are combined within a single unit or indeed within a single computer, but shown in multiple blocks in the block diagram for clarity and ease of explanation, only a single hardware identification marking shall be used. The manufacturer shall, by the use of this identification, affirm that the equipment supplied conforms to the corresponding document.

3.3.5.1. The identification defines the hardware and software version and, where the latter changes such as to alter the function of the unit as far as this Regulation is concerned, this identification shall also be changed.

3.4. Safety concept of the manufacturer

3.4.1. The Manufacturer shall provide a statement which affirms that the strategy chosen to achieve 'The System' objectives will not, under non-fault conditions, prejudice the safe operation of the vehicle.

3.4.2. In respect of software employed in 'The System', the outline architecture shall be explained and the design methods and tools used shall be identified. The manufacturer shall show evidence of the means by which they determined the realisation of the system logic, during the design and development process.

3.4.3. The Manufacturer shall provide the Technical Service with an explanation of the design provisions built into 'The System' so as to generate safe operation under fault conditions. Possible design provisions for failure in 'The System' are for example:

- (a) Fall-back to operation using a partial system.
- (b) Change-over to a separate back-up system.
- (c) Removal of the high level function.

In case of a failure, the driver shall be warned for example by warning signal or message display. When the system is not deactivated by the driver, e.g. by turning the ignition (run) switch to 'off', or by switching off that particular function if a special switch is provided for that purpose, the warning shall be present as long as the fault condition persists.

- 3.4.3.1. If the chosen provision selects a partial performance mode of operation under certain fault conditions, then these conditions shall be stated and the resulting limits of effectiveness defined.
- 3.4.3.2. If the chosen provision selects a second (back-up) means to realise the vehicle control system objective, the principles of the change-over mechanism, the logic and level of redundancy and any built in back-up checking features shall be explained and the resulting limits of back-up effectiveness defined.
- 3.4.3.3. If the chosen provision selects the removal of the Higher Level Function, all the corresponding output control signals associated with this function shall be inhibited, and in such a manner as to limit the transition disturbance.
- 3.4.4. The documentation shall be supported, by an analysis which shows, in overall terms, how the system will behave on the occurrence of any individual hazard or fault which will have a bearing on vehicle control performance or safety.

The chosen analytical approach(es) shall be established and maintained by the Manufacturer and shall be made open for inspection by the Technical Service at the time of the type approval.

The Technical Service shall perform an assessment of the application of the analytical approach(es). The audit shall include:

- (a) Inspection of the safety approach at the concept (vehicle) level with confirmation that it includes consideration of interactions with other vehicle systems. This approach shall be based on a Hazard / Risk analysis appropriate to system safety.
- (b) Inspection of the safety approach at the system level. This approach shall be based on a Failure Mode and Effect Analysis (FMEA), a Fault Tree Analysis (FTA) or any similar process appropriate to system safety.
- (c) Inspection of the validation plans and results. This validation shall use, for example, Hardware in the Loop (HIL) testing, vehicle on-road operational testing, or any means appropriate for validation.

The assessment shall consist of checks of hazards and faults chosen by the Technical Service to establish that the manufacturer's explanation of the safety concept is understandable, logical and that the validation plans are suitable and have been completed.

The Technical Service may perform or may require to perform tests as specified in paragraph 4 to verify the safety concept.

- 3.4.4.1. This documentation shall itemise the parameters being monitored and shall set out, for each fault condition of the type defined in paragraph 3.4.4 of this annex, the warning signal to be given to the driver and/or to service/technical inspection personnel.
- 3.4.4.2. This documentation shall describe the measures in place to ensure the 'The System' does not prejudice the safe operation of the vehicle when the performance of 'The System' is affected by environmental conditions e.g. climatic, temperature, dust ingress, water ingress, ice packing.

4. Verification and test

- 4.1. The functional operation of 'The System', as laid out in the documents required in paragraph 3, shall be tested as follows:

- 4.1.1. Verification of the function of 'The System'

The Technical Service shall verify 'The System' under non-fault conditions by testing a number of selected functions from those declared by the manufacturer in paragraph 3.2 above.

For complex electronic systems, these tests shall include scenarios whereby a declared function is overridden.

- 4.1.2. Verification of the safety concept of paragraph 3.4.

The reaction of 'The System' shall be checked under the influence of a failure in any individual unit by applying corresponding output signals to electrical units or mechanical elements in order to simulate the effects of internal faults within the unit. The Technical Service shall conduct this check for at least one individual unit, but shall not check the reaction of 'The System' to multiple simultaneous failures of individual units.

The Technical Service shall verify that these tests include aspects that may have an impact on vehicle controllability and user information (HMI aspects).

- 4.1.2.1. The verification results shall correspond with the documented summary of the failure analysis, to a level of overall effect such that the safety concept and execution are confirmed as being adequate.

5. Reporting by Technical Service

Reporting of the assessment by the Technical Service shall be performed in such a manner that allows traceability, e.g. versions of documents inspected are coded and listed in the records of the Technical Service.

An example of a possible layout for the assessment form from the Technical Service to the Type Approval Authority is given in Appendix 1 to this Annex.

Appendix 1 to Annex 3

Model assessment form for electronic systems

Test report No:

1. Identification

1.1. Vehicle make:

1.2. Type:

1.3. Means of identification of type if marked on the vehicle:

1.4. Location of that marking:

1.5. Manufacturer's name and address:

1.6. If applicable, name and address of manufacturer's representative:

1.7. Manufacturer's formal documentation package:

Documentation reference No:

Date of original issue:

Date of latest update:

2. Test vehicle(s)/system(s) description

2.1. General description:

2.2. Description of all the control functions of 'The System', and methods of operation:

2.3. Description of the components and diagrams of the interconnections within 'The System':

3. Manufacturer's safety concept

3.1. Description of signal flow and operating data and their priorities:

3.2. Manufacturer's declaration:

The manufacturer(s) ... affirm(s) that the strategy chosen to achieve 'The System', objectives will not, under non-fault conditions, prejudice the safe operation of the vehicle.

3.3. Software outline architecture and the design methods and tools used:

3.4. Explanation of design provisions built into 'The System' under fault conditions:

3.5. Documented analyses of the behaviour of 'The System' under individual hazard or fault conditions:

3.6. Description of the measures in place for environmental conditions:

3.7. Provisions for the periodic technical inspection of 'The System':

3.8. Results of 'The System' verification test, as per para. 4.1.1 of Annex 3 to UN Regulation No 152:

3.9. Results of safety concept verification test, as per para. 4.1.2 of Annex 3 to UN Regulation No 152:

3.10. Date of test:

3.11. This test has been carried out and the results reported in accordance with ... to UN Regulation No 152 as last amended by the ... series of amendments.

Technical Service ⁽¹⁾ carrying out the test

Signed: Date:

3.12. Type Approval Authority ⁽¹⁾

Signed: Date:

3.13. Comments:

⁽¹⁾ To be signed by different persons even when the Technical Service and Type Approval Authority are the same or alternatively, a separate Type Approval Authority authorisation is issued with the report.

*Appendix 2 to Annex 3***False Reaction scenarios****1. Vehicle Target**

- 1.1. Two stationary vehicles, of Category M₁ AA saloon, shall be positioned:
 - (a) So as to face in the same direction of travel as the subject vehicle;
 - (b) With a distance of 4,5 m between them;
 - (c) With the rear of each vehicle aligned with the other.
- 1.2. The subject vehicle shall travel for a distance of at least 60 m at a constant speed in the range of speeds listed in the Table of paragraph 5.2.1.4 of this Regulation to pass centrally between the two stationary vehicles.

During the test there shall be no adjustment of any subject vehicle control other than slight steering adjustments to counteract any drifting.
- 1.3. The AEBS shall not provide a collision warning and shall not initiate the emergency braking.

2. Pedestrian Target

- 2.1. A pedestrian target as prescribed in 6.3.2 shall be positioned:
 - (a) So as to face in the same direction of travel as the subject vehicle.
 - (b) With a distance of 1 m from the subject vehicle side closest to the target toward the side in the direction of traffic.
 - 2.2. The subject vehicle shall travel in a straight line for a distance of at least 60 m at a constant speed in the range of speeds listed in the Table of paragraph 5.2.2.4 to pass the stationary pedestrian target.

During the test there shall be no adjustment of any subject vehicle control other than slight steering adjustments to counteract any drifting.
 - 2.3. The AEBS shall not provide a collision warning and shall not initiate the emergency braking.
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