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## Legislation

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<sup>(1)</sup> Text with EEA relevance.

# EN

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

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<sup>(1)</sup> Text with EEA relevance.

## II

(Non-legislative acts)

## REGULATIONS

## COUNCIL REGULATION (EU) 2019/985

of 17 June 2019

**repealing Regulation (EU) 2018/1001 concerning restrictive measures in view of the situation in the Republic of Maldives**

THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Article 215 thereof,

Having regard to Council Decision (CFSP) 2019/993 of 17 June 2019 repealing Decision (CFSP) 2018/1006 concerning restrictive measures in view of the situation in the Republic of Maldives <sup>(1)</sup>,

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

Whereas:

- (1) On 16 July 2018, the Council adopted Decision (CFSP) 2018/1006 <sup>(2)</sup> concerning restrictive measures in view of the situation in the Republic of Maldives. That Decision provided, *inter alia*, for the freezing of funds and economic resources of certain persons, entities or bodies responsible for undermining the rule of law or obstructing an inclusive political solution in the Republic of Maldives, as well as persons and entities responsible for serious human rights violations or abuses in the Republic of Maldives.
- (2) Council Regulation (EU) 2018/1001 <sup>(3)</sup> gives effect to the measures provided for in Decision (CFSP) 2018/1006.
- (3) On 17 June 2019, the Council adopted Decision (CFSP) 2019/993, repealing Decision (CFSP) 2018/1006.
- (4) These measures fall within the scope of the Treaty and, therefore, notably with a view to ensuring their uniform application in all Member States, regulatory action at the level of the Union is necessary.
- (5) Regulation (EU) 2018/1001 should therefore be repealed accordingly,

HAS ADOPTED THIS REGULATION:

*Article 1*

Regulation (EU) 2018/1001 is hereby repealed.

<sup>(1)</sup> See page 25 of this Official Journal.

<sup>(2)</sup> Council Decision (CFSP) 2018/1006 of 16 July 2018 concerning restrictive measures in view of the situation in the Republic of Maldives (OJ L 180, 17.7.2018, p. 24).

<sup>(3)</sup> Council Regulation (EU) 2018/1001 of 16 July 2018 concerning certain restrictive measures in view of the situation in the Republic of Maldives (OJ L 180, 17.7.2018, p. 1).

*Article 2*

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

Done at Luxembourg, 17 June 2019.

*For the Council*  
*The President*  
F. MOGHERINI

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**COMMISSION DELEGATED REGULATION (EU) 2019/986****of 7 March 2019****amending Annexes I and II to Regulation (EU) No 510/2011 of the European Parliament and of the Council as regards the monitoring of CO<sub>2</sub> emissions from new light commercial vehicles type-approved in a multi-stage process****(Text with EEA relevance)**

THE EUROPEAN COMMISSION,

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

Having regard to Regulation (EU) No 510/2011 of the European Parliament and of the Council of 11 May 2011 setting emission performance standards for new light commercial vehicles as part of the Union's integrated approach to reduce CO<sub>2</sub> emissions from light-duty vehicles <sup>(1)</sup>, and in particular the second subparagraph of Article 8(9) and the fourth subparagraph of Article 13(6) thereof,

Whereas:

- (1) From 1 September 2019 all light-duty vehicles will be subject to a new regulatory test procedure for measuring CO<sub>2</sub> emissions and fuel consumption from light duty vehicles, the World Harmonised Light Vehicles Test Procedure (WLTP) set out in Commission Regulation (EU) 2017/1151 <sup>(2)</sup>, replacing the New European Test Cycle (NEDC) set out in Commission Regulation (EC) No 692/2008 <sup>(3)</sup>. A new methodology for determining the CO<sub>2</sub> emissions and fuel consumption from category N<sub>1</sub> vehicles which are type-approved in a multi-stage process ('multi-stage vehicles') should therefore be established.
- (2) Under Regulation (EU) No 510/2011 the specific emissions of CO<sub>2</sub> of a multi-stage vehicle are to be allocated to the manufacturer of the base vehicle. In order to allow the base vehicle manufacturer to plan effectively and with sufficient certainty its compliance with its specific emissions targets, a methodology should be set up that ensures that the CO<sub>2</sub> emissions and mass of incomplete base vehicles that will be allocated to that manufacturer are known at the moment of the production and sale of the incomplete base vehicle, and not only at the moment when the final stage manufacturer places the completed vehicle on the market.
- (3) In determining the incomplete base vehicle CO<sub>2</sub> emissions, it is appropriate to use the interpolation method provided for in Regulation (EU) 2017/1151, where the specific input values should be designed so as to result in CO<sub>2</sub> emissions and mass values that are as representative as possible of those values subsequently determined for the final completed vehicle. In order to ensure consistency, the calculation of the base vehicle manufacturer's specific emission target should take into account the mass values determined for that purpose.
- (4) The base vehicle manufacturer should report the input values used for the interpolation method as well as the incomplete base vehicle CO<sub>2</sub> emissions and the mass values to the Commission. At the same time, Member States should continue to report to the Commission the specific emissions of CO<sub>2</sub> and mass of the final completed vehicles.
- (5) On the basis of those reported data, the Commission should continuously assess the representativeness of the base vehicle CO<sub>2</sub> emission values and inform the manufacturers of any divergences found. In the case of a significant and continued divergence between the average specific CO<sub>2</sub> emissions of the final completed vehicle and the average of the monitoring CO<sub>2</sub> values determined for the base vehicle manufacturer, the values for the final completed vehicles should be used for the purposes of determining whether manufacturers comply with their specific emissions targets.

<sup>(1)</sup> OJ L 145, 31.5.2011, p. 1.

<sup>(2)</sup> Commission Regulation (EU) 2017/1151 of 1 June 2017 supplementing Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information, amending Directive 2007/46/EC of the European Parliament and of the Council, Commission Regulation (EC) No 692/2008 and Commission Regulation (EU) No 1230/2012 and repealing Commission Regulation (EC) No 692/2008 (OJ L 175, 7.7.2017, p. 1).

<sup>(3)</sup> Commission Regulation (EC) No 692/2008 of 18 July 2008 implementing and amending Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information (OJ L 199, 28.7.2008, p. 1).

(6) Annexes I and II to Regulation (EU) No 510/2011 should therefore be amended accordingly,

HAS ADOPTED THIS REGULATION:

*Article 1*

Annexes I and II to Regulation (EU) No 510/2011 are 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, 7 March 2019.

*For the Commission*  
*The President*  
Jean-Claude JUNCKER

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## ANNEX

Annexes I and II to Regulation (EU) No 510/2011 are amended as follows:

(1) In Annex I, in point 1(c), the following paragraph is added:

'In the case of incomplete multi-stage vehicles referred to in point 1a of Part A of Annex II, the monitoring mass ( $M_{\text{mon}}$ ) shall be used instead of the value  $M$ . The monitoring mass shall be calculated in accordance with the following formula:

$$M_{\text{mon}} = \text{MRO}_{\text{base}} \times B_0$$

Where,

$\text{MRO}_{\text{base}}$  and  $B_0$  are as defined in point 1a.1(a) of Part A of Annex II.'

(2) In Annex II, Part A is amended as follows:

- (a) point 1.2 is deleted with effect from 1 January 2021;
- (b) the following points 1a, 1a.1, 1b and 1c are inserted:

**'1a. Specific emissions of CO<sub>2</sub> of multi-stage vehicles of category N<sub>1</sub> determined pursuant to Regulation (EU) 2017/1151**

With effect from 1 September 2019, a manufacturer shall, for each incomplete base vehicle of category N<sub>1</sub> subject to multi-stage type-approval pursuant to Directive 2007/46/EC, determine and report to the Commission the specific emissions of CO<sub>2</sub> of that base vehicle, hereinafter 'the monitoring CO<sub>2</sub> emissions' in accordance with the methodology set out in point 1a.1.

The Commission shall use the monitoring CO<sub>2</sub> emissions of the incomplete base vehicle reported to it pursuant to the first paragraph to calculate the base vehicle manufacturer's average specific emissions of CO<sub>2</sub> in the calendar year in which the completed multi-stage vehicle is registered, except where the conditions referred to in point 1b. are met.

For complete base vehicles, the CO<sub>2</sub> emissions and mass in running order of that vehicle shall be used for the purpose of the CO<sub>2</sub> monitoring.

**1a.1 Calculation of the specific emissions of CO<sub>2</sub> of the incomplete base vehicle**

The base vehicle manufacturer shall calculate the monitoring CO<sub>2</sub> value of an individual incomplete base vehicle in accordance with the interpolation method referred to in points 3.2.3.2 or 3.2.4 of Sub-Annex 7 to Annex XXI to Regulation (EU) 2017/1151 depending on the methodology applied for the base vehicle emissions type approval, where the terms shall be as defined in that point with the following exceptions:

(a) Mass of the individual vehicle

The term 'TM<sub>ind</sub>' referred to in points 3.2.3.2.2.1. or 3.2.4.1.1.1 of Sub-Annex 7 to Annex XXI to Regulation (EU) 2017/1151 shall be replaced by the base vehicle default mass,  $DM_{\text{base}}$ , or, where applicable, by the test mass of vehicle low,  $TM_{\text{L}}$  or test mass of vehicle high,  $TM_{\text{H}}$ .

$DM_{\text{base}}$  shall be determined in accordance with the following formula:

$$DM_{\text{base}} = \text{MRO}_{\text{base}} \times B_0 + 25 \text{ kg} + M_{\text{VL}}$$

Where,

$\text{MRO}_{\text{base}}$  is the mass in running order of the base vehicle as defined in point 3.2.5 of Annex XXI to Regulation (EU) 2017/1151

$B_0$  is the body mass value of 1.375

$M_{\text{VL}}$  is the mass representative of the vehicle load, which means 28 per cent of the maximum vehicle load, where maximum vehicle load is defined as the technically permissible maximum laden mass minus the mass in running order of the base vehicle multiplied by  $B_0$ , minus 25 kg.

The  $B_0$  figure is calculated as the weighted average of the ratio between the sum of the mass in running order of the incomplete base vehicles for all multi-stage vehicles registered in the calendar year and the default added mass calculated in accordance with Section 5 of Annex XII to Regulation (EC) No 692/2008, and the mass in running order of the base vehicles for all multi-stage vehicles registered in calendar years 2015, 2016, and 2017.

The figure  $B_0$  shall be adjusted by 31 October 2021 on the basis of the relevant mass values of multi-stage vehicles registered in calendar years 2018, 2019, and 2020 calculated in accordance with the following formulae:

Formula 1:

$$A_y = \frac{\sum_{i=1}^n M_{fi}}{\sum_{i=1}^n M_{bi}}$$

Where,

$A_y$  is the weighted average of the ratio between  $M_{fi}$  and  $M_{bi}$

$M_{fi}$  is the mass in running order of the base vehicle increased by the default added mass as defined in Section 5 of Annex XII to Regulation (EC) No 692/2008.

$M_{bi}$  is the mass in running order of the base vehicle

$n$  is the number of base vehicles for all multi-stage vehicles registered in the calendar year

Formula 2:

$$B_0 = \frac{\sum_{i=2018}^{2020} A_i n_i}{\sum_{i=2018}^{2020} n_i}$$

Where,

$A_i$  is the weighted average as calculated in Formula 1

$n_i$  is the number of base vehicles for all multi-stage vehicles registered in a calendar year

Where the base vehicle default mass  $DM_{base}$  is lower than the test mass of vehicle low,  $TM_L$ , of the interpolation family,  $TM_{ind}$  shall be replaced by  $TM_L$ .

Where the base vehicle default mass  $DM_{base}$  is higher than the test mass of vehicle high,  $TM_H$ , of the interpolation family,  $TM_{ind}$  shall be replaced by  $TM_H$ .

(b) Rolling resistance of the individual vehicle

The rolling resistance of the base vehicle shall be used for the purposes of point 3.2.3.2.2.2. or 3.2.4.1.1.2 of Sub-Annex 7 to Annex XXI to Regulation (EU) 2017/1151.

(c) Frontal area

In the case of an incomplete base vehicle that belongs to a road load matrix family, the manufacturer shall determine the term 'Af' referred to in point 3.2.3.2.2.3. of Sub-Annex 7 to Annex XXI to Regulation (EU) 2017/1151 in accordance with one of the following options:

- (i) frontal area of the representative vehicle of the road load matrix family, in  $m^2$ ;
- (ii) the mean value of the frontal area of vehicle high and vehicle low of the interpolation family, in  $m^2$ ;
- (iii) the frontal area of the vehicle high of the interpolation family, in case the interpolation method is not used, in  $m^2$ .

In the case of an incomplete base vehicle that does not belong to a road load matrix family, the frontal area value of vehicle high of the interpolation family shall be used.

**1b. Representativeness of the monitoring CO<sub>2</sub> value**

The Commission shall each year, starting from calendar year 2020, assess the representativeness of the average monitoring CO<sub>2</sub> values reported by the base vehicle manufacturer as compared to the average of the specific emissions of CO<sub>2</sub> of the completed vehicles registered in the relevant calendar year and shall inform the manufacturer of the base vehicle thereof.

Where that assessment demonstrates a divergence by 4 % or more between the average of the specific emissions of CO<sub>2</sub> of all the completed vehicles and the average of the monitoring CO<sub>2</sub> emissions of all the related base vehicles of a manufacturer during each of two successive calendar years, the Commission shall use the average of the specific emissions of CO<sub>2</sub> of the completed vehicles in the following calendar year to calculate the average specific emissions of CO<sub>2</sub> of the base vehicle manufacturer or the pool in that year. In case of continued divergences, that calculation shall be repeated every three years.

**1c. Data reporting by manufacturers of base vehicles**

Manufacturers of base vehicles shall, for each incomplete or complete base vehicle submitted to multi-stage approval and sold by them in the preceding calendar year in the Union, report to the Commission by 28 February each year the following data:

- (a) vehicle identification number;
  - (b) interpolation family identifier;
  - (c) specific emissions of CO<sub>2</sub> of the base vehicle;
  - (d) frontal area (specify the applicable option);
  - (e) rolling resistance of the base vehicle;
  - (f) monitoring mass;
  - (g) mass in running order of the base vehicle;
  - (h) mass representative of the vehicle load as defined in point 1a.1 of this Annex.
- (c) point 2 is replaced by the following:

‘The details referred to in point 1 shall be taken from the certificate of conformity or be consistent with the certificate of conformity issued by the manufacturer of the relevant light commercial vehicle. The other details shall be taken from the type approval documentation or from the information reported by the base vehicle manufacturer pursuant to point 1c. Member States shall put the necessary measures in place to ensure adequate accuracy in the monitoring procedure. Where the certificate of conformity specifies both a minimum and a maximum mass for a light commercial vehicle, the Member States shall use only the maximum figure for the purpose of this Regulation. In the case of bi-fuelled vehicles (petrol/gas) the certificates of conformity of which bear specific CO<sub>2</sub> emission figures for both types of fuel, Member States shall use only the figure measured for gas.’

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**COMMISSION IMPLEMENTING REGULATION (EU) 2019/987****of 29 May 2019****amending Implementing Regulation (EU) No 293/2012 as regards the monitoring of CO<sub>2</sub> emissions from new light commercial vehicles type-approved in a multi-stage process**

THE EUROPEAN COMMISSION,

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

Having regard to Regulation (EU) No 510/2011 of the European Parliament and of the Council of 11 May 2011 setting emission performance standards for new light commercial vehicles as part of the Union's integrated approach to reduce CO<sub>2</sub> emissions from light-duty vehicles <sup>(1)</sup>, and in particular the first subparagraph of Article 8(9) thereof,

Whereas:

- (1) Commission Implementing Regulation (EU) No 293/2012 <sup>(2)</sup> requires Member States but also manufacturers to report certain data on the registration of new light commercial vehicles pursuant to Regulation (EU) No 510/2011.
- (2) A new regulatory test procedure for measuring CO<sub>2</sub> emissions and fuel consumption from light duty vehicles, the World Harmonised Light Vehicles Test Procedure (WLTP) set out in Commission Regulation (EU) 2017/1151 <sup>(3)</sup>, is to replace, from 1 September 2019, the New European Test Cycle (NEDC) set out in Commission Regulation (EC) No 692/2008 <sup>(4)</sup>. That change will also affect the methodology for determining CO<sub>2</sub> emissions and fuel consumption from N1 vehicles which are type-approved in a multi-stage process (hereinafter referred to as 'multi-stage vehicles').
- (3) Under Regulation (EU) No 510/2011, the specific emissions of CO<sub>2</sub> of a multi-stage vehicle are to be allocated to the manufacturer of the base vehicle. In order to allow the base vehicle manufacturer to plan effectively and with sufficient certainty its compliance with its specific CO<sub>2</sub> targets, the methodology ensures that the CO<sub>2</sub> emissions and mass allocated to that manufacturer are known at the moment of the production and sale of the base vehicle, and not only at the moment when the final stage manufacturer places the completed vehicle on the market.
- (4) The base vehicle manufacturer should report to the Commission the input values used for the interpolation calculation referred to in point 1a.1 of Part A of Annex II to Regulation (EU) No 510/2011 as well as the incomplete base vehicle CO<sub>2</sub> emissions and the mass values. Those values should be used to calculate the base vehicle manufacturer's average specific emissions and of its specific emissions target.
- (5) Manufacturers of incomplete base vehicles that were sold in the preceding calendar year for the purpose of completion by a second-stage manufacturer should submit the data specified in Annex II to Regulation (EU) No 510/2011 to the Business Data Repository of the European Environment Agency.
- (6) Implementing Regulation (EU) No 293/2012 should therefore be amended accordingly.
- (7) The measures provided for in this Regulation are in accordance with the opinion of the Climate Change Committee,

<sup>(1)</sup> OJ L 145, 31.5.2011, p. 1.

<sup>(2)</sup> Commission Implementing Regulation (EU) No 293/2012 of 3 April 2012 on monitoring and reporting of data on the registration of new light commercial vehicles pursuant to Regulation (EU) No 510/2011 of the European Parliament and of the Council (OJ L 98, 4.4.2012, p. 1).

<sup>(3)</sup> Commission Regulation (EU) 2017/1151 of 1 June 2017 supplementing Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information, amending Directive 2007/46/EC of the European Parliament and of the Council, Commission Regulation (EC) No 692/2008 and Commission Regulation (EU) No 1230/2012 and repealing Commission Regulation (EC) No 692/2008 (OJ L 175, 7.7.2017, p. 1).

<sup>(4)</sup> Commission Regulation (EC) No 692/2008 of 18 July 2008 implementing and amending Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information (OJ L 199, 28.7.2008, p. 1).

HAS ADOPTED THIS REGULATION:

*Article 1*

In Article 10 of Implementing Regulation (EU) No 293/2012, the following paragraphs 3 and 4 are added:

'3. For the purpose of calculating the provisional specific emissions target and the provisional average specific emissions of CO<sub>2</sub> and for the purpose of the verification of the input values used pursuant to point 1a.1 of Part A of Annex II to Regulation (EU) No 510/2011, Manufacturers shall submit to the Commission, via electronic data transfer to the Data Repository managed by the European Environmental Agency, the data for each base vehicle subject to multi-stage type approval that they sold in the preceding calendar year in the Union, as specified in point 1c. of Part A of Annex II to that Regulation.

The data shall be transmitted via electronic data transfer to the Data Repository managed by the European Environmental Agency.

4. Where manufacturers do not submit the detailed data referred to in paragraph 3, the provisional specific emissions target and the provisional average specific emissions shall be calculated on the basis of the detailed data as provided by the Member States.'

*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 the Member States in accordance with the Treaties.

Done at Brussels, 29 May 2019.

*For the Commission*  
*The President*  
Jean-Claude JUNCKER

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**COMMISSION REGULATION (EU) 2019/988**  
**of 17 June 2019**  
**correcting the French language version of Regulation (EU) No 10/2011 on plastic materials and**  
**articles intended to come into contact with food**

(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 1935/2004 of the European Parliament and of the Council of 27 October 2004 on materials and articles intended to come into contact with food and repealing Directives 80/590/EEC and 89/109/EEC <sup>(1)</sup>, in particular Article 5(1)(a), (d), (e), (h), (i) and (j), Article 11(3) and Article 12(6) thereof,

Whereas:

- (1) The French language version of Commission Regulation (EU) No 10/2011 <sup>(2)</sup> contains an error as regards the specific migration limit set out in Annex I, Table 1, point 1, row 1052.
- (2) The French language version of Regulation (EU) No 10/2011 should therefore be corrected accordingly. The other language versions are not affected.
- (3) 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*

*(does not concern the English language)*

*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, 17 June 2019.

*For the Commission*  
*The President*  
Jean-Claude JUNCKER

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<sup>(1)</sup> OJ L 338, 13.11.2004, p. 4.

<sup>(2)</sup> Commission Regulation (EU) No 10/2011 of 14 January 2011 on plastic materials and articles intended to come into contact with food (OJ L 12, 15.1.2011, p. 1).

**COMMISSION IMPLEMENTING REGULATION (EU) 2019/989****of 17 June 2019****concerning the non-renewal of approval of the active substance chlorpropham, in accordance with Regulation (EC) No 1107/2009 of the European Parliament and of the Council concerning the placing of plant protection products on the market, and amending the Annex to Commission Implementing Regulation (EU) No 540/2011****(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 1107/2009 of the European Parliament and of the Council of 21 October 2009 concerning the placing of plant protection products on the market and repealing Council Directives 79/117/EEC and 91/414/EEC <sup>(1)</sup>, and in particular Article 20(1) and Article 78(2) thereof,

Whereas:

- (1) Commission Directive 2004/20/EC <sup>(2)</sup> included chlorpropham as an active substance in Annex I to Council Directive 91/414/EEC <sup>(3)</sup>.
- (2) Active substances included in Annex I to Directive 91/414/EEC are deemed to have been approved under Regulation (EC) No 1107/2009 and are listed in Part A of the Annex to Commission Implementing Regulation (EU) No 540/2011 <sup>(4)</sup>.
- (3) The approval of the active substance chlorpropham, as set out in Part A of the Annex to Implementing Regulation (EU) No 540/2011, expires on 31 July 2019.
- (4) An application for the renewal of the approval of chlorpropham was submitted in accordance with Article 1 of Commission Implementing Regulation (EU) No 844/2012 <sup>(5)</sup> within the time period provided for in that Article.
- (5) A Task Force composed of three applicants submitted the supplementary dossiers required in accordance with Article 6 of Implementing Regulation (EU) No 844/2012. The application was found to be complete by the rapporteur Member State.
- (6) The rapporteur Member State prepared a renewal assessment report in consultation with the co-rapporteur Member State and submitted it to the European Food Safety Authority ('the Authority') and the Commission on 29 April 2016.
- (7) The Authority communicated the renewal assessment report to the applicant and to the Member States for comments and forwarded the comments received to the Commission. The Authority also made the supplementary summary dossier available to the public.
- (8) On 18 June 2017 the Authority communicated to the Commission its conclusion <sup>(6)</sup> on whether chlorpropham can be expected to meet the approval criteria provided for in Article 4 of Regulation (EC) No 1107/2009. The Authority concluded that a final consumer risk assessment through dietary intake cannot be performed due to several data gaps and uncertainties identified for the food crop uses. Nevertheless, a critical area of concern for chlorpropham was identified regarding the results of an indicative consumer risk assessment where acute and

<sup>(1)</sup> OJ L 309, 24.11.2009, p. 1.

<sup>(2)</sup> Commission Directive 2004/20/EC of 2 March 2004 amending Council Directive 91/414/EEC to include chlorpropham as an active substance (OJ L 70, 9.3.2004, p. 32).

<sup>(3)</sup> Council Directive 91/414/EEC of 15 July 1991 concerning the placing of plant protection products on the market (OJ L 230, 19.8.1991, p. 1).

<sup>(4)</sup> Commission Implementing Regulation (EU) No 540/2011 of 25 May 2011 implementing Regulation (EC) No 1107/2009 of the European Parliament and of the Council as regards the list of approved active substances (OJ L 153, 11.6.2011, p. 1).

<sup>(5)</sup> Commission Implementing Regulation (EU) No 844/2012 of 18 September 2012 setting out the provisions necessary for the implementation of the renewal procedure for active substances, as provided for in Regulation (EC) No 1107/2009 of the European Parliament and of the Council concerning the placing of plant protection products on the market (OJ L 252, 19.9.2012, p. 26).

<sup>(6)</sup> EFSA (European Food Safety Authority), 2017. Conclusion on the peer review of the pesticide risk assessment of the active substance chlorpropham. EFSA Journal 2017;15(7):4903, 29 pp. doi:10.2903/j.efsa.2017.4903.

chronic dietary risks for consumers have been identified both for chlorpropham and for its major metabolite 3-chloroaniline. Moreover, the Authority also concluded that further scientific assessment of the potential endocrine disrupting properties of chlorpropham is needed and that the risk assessment for non-target arthropods for field uses could not be finalised.

- (9) The Commission invited the applicants to submit their comments on the conclusion of the Authority and, in accordance with Article 14(1) of Implementing Regulation (EU) No 844/2012, on the draft renewal report. The applicants submitted their comments, which have been carefully examined.
- (10) However, despite the arguments put forward by the applicants, the concerns regarding the active substance could not be eliminated.
- (11) On 23 January 2019, one of the members of the Task Force that had submitted the application for renewal of approval of chlorpropham informed the Commission that it had decided to withdraw its support for the representative use of chlorpropham as a potato sprout suppressant. On 19 March 2019, the Task Force notified the Commission that it had withdrawn its support for all representative uses, except for non-edible crops, i.e. flower bulbs.
- (12) Consequently, it has not been established with respect to one or more representative uses of at least one plant protection product that the approval criteria provided for in Article 4 of Regulation (EC) No 1107/2009 are satisfied. It is therefore appropriate not to renew the approval of the active substance chlorpropham in accordance with Article 20(1)(b) of that Regulation.
- (13) Implementing Regulation (EU) No 540/2011 should therefore be amended accordingly.
- (14) Member States should be allowed sufficient time to withdraw authorisations for plant protection products containing chlorpropham.
- (15) For plant protection products containing chlorpropham, where Member States grant any grace period in accordance with Article 46 of Regulation (EC) No 1107/2009, that period should, at the latest, expire on 8 October 2020.
- (16) Commission Implementing Regulation (EU) 2018/917 <sup>(7)</sup> extended the expiry date of chlorpropham to 31 July 2019 in order to allow the renewal process to be completed before the expiry of the approval of that substance. However, given that a decision has been taken ahead of that extended expiry date, this Regulation should apply as soon as possible.
- (17) This Regulation does not prevent the submission of a further application for the approval of chlorpropham pursuant to Article 7 of Regulation (EC) No 1107/2009.
- (18) The Standing Committee on Plants, Animals, Food and Feed has not delivered an opinion within the time-limit laid down by its Chairman. An implementing act was deemed to be necessary and the chair submitted the draft implementing act to the appeal committee for further deliberation. The appeal committee did not deliver an opinion,

HAS ADOPTED THIS REGULATION:

#### Article 1

### Non-renewal of approval of active substance

The approval of the active substance chlorpropham is not renewed.

<sup>(7)</sup> Commission Implementing Regulation (EU) 2018/917 of 27 June 2018 amending Implementing Regulation (EU) No 540/2011 as regards the extension of the approval periods of the active substances alpha-cypermethrin, beflubutamid, benalaxyl, bentiavalicarb, bifentazate, boscalid, bromoxynil, captan, carvone, chlorpropham, cyazofamid, desmedipham, dimethoate, dimethomorph, diquat, ethephon, ethoprophos, etoxazole, famoxadone, fenamidone, fenamiphos, flumioxazine, fluoxastrobin, folpet, foramsulfuron, formetanate, *Gliocladium catenulatum* strain: J1446, isoxaflutole, metalaxyl-m, methiocarb, methoxyfenozide, metribuzin, milbemectin, oxasulfuron, *Paecilomyces lilacinus* strain 251, phenmedipham, phosmet, pirimiphos-methyl, propamocarb, prothioconazole, pymetrozine and s-metolachlor (OJ L 163, 28.6.2018, p. 13).

*Article 2***Amendment to Implementing Regulation (EU) No 540/2011**

In Part A of the Annex to Implementing Regulation (EU) No 540/2011, row 78, on chlorpropham, is deleted.

*Article 3***Transitional measures**

Member States shall withdraw authorisations for plant protection products containing chlorpropham as active substance by 8 January 2020.

*Article 4***Grace period**

Any grace period granted by Member States in accordance with Article 46 of Regulation (EC) No 1107/2009 shall be as short as possible and shall expire by 8 October 2020 at the latest.

*Article 5***Entry into force**

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, 17 June 2019.

*For the Commission*  
*The President*  
Jean-Claude JUNCKER

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# DIRECTIVES

## COMMISSION IMPLEMENTING DIRECTIVE (EU) 2019/990

of 17 June 2019

**amending the list of genera and species in Article 2(1)(b) of Council Directive 2002/55/EC, in Annex II to Council Directive 2008/72/EC and in the Annex to Commission Directive 93/61/EEC**

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

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

Having regard to Council Directive 2002/55/EC of 13 June 2002 on the marketing of vegetable seed <sup>(1)</sup>, and in particular Article 2(2) thereof,

Having regard to Council Directive 2008/72/EC of 15 July 2008 on the marketing of vegetable propagating and planting material other than seed <sup>(2)</sup>, and in particular Articles 1(3) and 22 thereof,

Having regard to Commission Directive 93/61/EEC of 2 July 1993 setting out the schedules indicating the conditions to be met by vegetable propagating and planting material, other than seed pursuant to Council Directive 92/33/EEC <sup>(3)</sup>, and in particular Article 1 thereof,

Whereas:

- (1) Directives 2002/55/EC and 2008/72/EC provide for the species they cover by way of a two-column table, one column listing the scientific name of the species and the other one listing one or several common names for each species.
- (2) Certain varieties of vegetable species belong to species listed under their scientific names, but not to the types of varieties described by the common names. Therefore, it should be specified whether a variety is covered by the scope of Directives 2002/55/EC and 2008/72/EC.
- (3) This specification should take into account the fact that, while some varieties of certain diverse vegetable species are marketed widely in the Union, others have nationally or regionally limited markets. It would thus not be appropriate to cover all varieties of those vegetable species. It should therefore be specified that for certain species all varieties are to be covered, while for certain other species only certain varieties should be covered.
- (4) The International Code of Nomenclature for Cultivated Plants (ICNCP) introduced the formal category of 'Group' to classify varieties of cultivated species. The category of 'Group' is a suitable instrument to define the varieties belonging to a certain species, which fall within the scope of Directives 2002/55/EC and 2008/72/EC.
- (5) For the purpose of specifying whether all varieties of a vegetable species or only certain Groups are covered, the tables of species provided for in Directives 2002/55/EC and 2008/72/EC should be amended. The respective botanical names of vegetable species and the Group names belonging to them should be presented in a hierarchical order as to eliminate any possible ambiguity with respect to the scope of the varieties of the species concerned.
- (6) The use of interspecific hybridisation and of intra-specific hybridisation of varieties can result in varieties of vegetable species that are not included into any established species or Group. In order to include such types of varieties in the scope of Directive 2002/55/EC, the list of species should include hybrids between species and Groups indicated in the list in point (b) of Article 2.1 of that Directive.

<sup>(1)</sup> OJ L 193, 20.7.2002, p. 33.

<sup>(2)</sup> OJ L 205, 1.8.2008, p. 28.

<sup>(3)</sup> OJ L 250, 7.10.1993, p. 19.

- (7) The Groups indicated in the list in point (b) of Article 2.1 of Directive 2002/55/EC should also be reflected, where appropriate, in the lists in Annex II, point 3(a), and Annex III, point 2 of that Directive.
- (8) Directives 2002/55/EC, 2008/72/EC and 93/61/EEC should therefore be amended accordingly.
- (9) Moreover, Commission Directive 93/61/EEC implements Article 4 of Council Directive 92/33/EC<sup>(4)</sup>, which has been repealed and replaced by Article 4 of Directive 2008/72/EC. The Annex to Directive 93/61/EEC establishes a schedule indicating the conditions to be met by vegetable propagating material listing those species and the harmful organisms liable to affect their quality.
- (10) The botanical names of certain species in Directive 93/61/EEC should be updated in accordance with the development of scientific knowledge, as part of updating the respective schedule.
- (11) The measures provided for in this Directive are in accordance with the opinion of the Standing Committee on Plants, Animals, Food and Feed,

HAS ADOPTED THIS DIRECTIVE:

*Article 1*

**Amendments to Directive 2002/55/EC**

Directive 2002/55/EC is amended in accordance with part A of the Annex to this Directive.

*Article 2*

**Amendments to Directive 2008/72/EC**

Annex II to Directive 2008/72/EC is replaced by the text set out in part B of the Annex to this Directive.

*Article 3*

**Amendments to Directive 93/61/EEC**

The Annex of Directive 93/61/EEC is amended in accordance with part C of the Annex to this Directive.

*Article 4*

**Transposition**

Member States shall adopt and publish, by 30 June 2020, the laws, regulations and administrative provisions necessary to comply with this Directive. They shall immediately inform the Commission thereof.

They shall apply those provisions from 1 July 2020.

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

*Article 5*

**Entry into force**

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

<sup>(4)</sup> Council Directive 92/33/EEC of 28 April 1992 on the marketing of vegetable propagating and planting material, other than seed (OJ L 157, 10.6.1992, p. 1).

*Article 6***Addressees**

This Directive is addressed to the Member States.

Done at Brussels, 17 June 2019.

*For the Commission*  
*The President*  
Jean-Claude JUNCKER

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## ANNEX

## PART A

Directive 2002/55/EC is amended as follows:

(1) point (b) of Article 2(1) is replaced by the following:

*Allium cepa* L.

— Cepa Group (Onion, Echalion)

— Aggregatum Group (Shallot)

*Allium fistulosum* L. (Japanese bunching onion or Welsh onion)

— all varieties

*Allium porrum* L. (Leek)

— all varieties

*Allium sativum* L. (Garlic)

— all varieties

*Allium schoenoprasum* L. (Chives)

— all varieties

*Anthriscus cerefolium* (L.) Hoffm. (Chervil)

— all varieties

*Apium graveolens* L.

— Celery Group

— Celeriac Group

*Asparagus officinalis* L. (Asparagus)

— all varieties

*Beta vulgaris* L.

— Garden Beet Group (Beetroot including Cheltenham beet)

— Leaf Beet Group (Spinach beet or Chard)

*Brassica oleracea* L.

— Kale Group

— Cauliflower Group

— Capitata Group (Red cabbage and White cabbage)

— Brussel Sprouts Group

— Kohlrabi Group

— Savoy Cabbage Group

— Broccoli Group (calabrese type and sprouting type)

— Palm Kale Group

— Tronchuda Group (Portuguese cabbage)

*Brassica rapa* L.

— Chinese Cabbage Group

— Vegetable Turnip Group

*Capsicum annuum* L. (Chili or Pepper)

— all varieties

*Cichorium endivia* L. (Endive)

— all varieties

*Cichorium intybus* L.

— Witloof Chicory Group

— Leaf Chicory Group (Large-leaved chicory or Italian chicory)

— Industrial (Root) Chicory Group

*Citrullus lanatus* (Thunb.) Matsum. et Nakai (Watermelon)

— all varieties

*Cucumis melo* L. (Melon)

— all varieties

*Cucumis sativus* L.

— Cucumber Group

— Gherkin Group

*Cucurbita maxima* Duchesne (Gourd)

— all varieties

*Cucurbita pepo* L. (Marrow, including mature pumpkin and scallop squash, or Courgette, including immature scallop squash)

— all varieties

*Cynara cardunculus* L.

— Globe Artichoke Group

— Cardoon Group

*Daucus carota* L. (Carrot and Fodder Carrot)

— all varieties

*Foeniculum vulgare* Mill. (Fennel)

— Azoricum Group

*Lactuca sativa* L. (Lettuce)

— all varieties

*Solanum lycopersicum* L. (Tomato)

— all varieties

*Petroselinum crispum* (Mill.) Nyman ex A. W. Hill

— Leaf Parsley Group

— Root Parsley Group

*Phaseolus coccineus* L. (Runner bean)

— all varieties

*Phaseolus vulgaris* L.

— Dwarf French Bean Group

— Climbing French Bean Group

*Pisum sativum* L.

- Round Pea Group
- Wrinkled Pea Group
- Sugar Pea Group

*Raphanus sativus* L.

- Radish Group
- Black Radish Group

*Rheum rhabarbarum* L. (Rhubarb)

- all varieties

*Scorzonera hispanica* L. (Scorzonera or Black salsify)

- all varieties

*Solanum melongena* L. (Aubergine or Eggplant)

- all varieties

*Spinacia oleracea* L. (Spinach)

- all varieties

*Valerianella locusta* (L.) Laterr. (Corn salad or Lamb's lettuce)

- all varieties

*Vicia faba* L. (Broad bean)

- all varieties

*Zea mays* L.

- Sweet Corn Group
- Popcorn Group

All hybrids of the species and Groups listed above.'

- (2) in the first column of the table in point 3(a) of Annex II, the entries between '*Asparagus officinalis*' and '*Cichorium endivia*' are replaced by the following:

'*Beta vulgaris* (Garden Beet Group)

*Beta vulgaris* (other than Garden Beet Group)

*Brassica oleracea* (Cauliflower Group)

*Brassica oleracea* (other than Cauliflower Group)

*Brassica rapa* (Chinese Cabbage Group)

*Brassica rapa* (Vegetable Turnip Group)

*Capsicum annuum*

*Cichorium intybus* (Witloof Chicory Group, Leaf Chicory Group)

*Cichorium intybus* (Industrial (Root) Chicory Group).'

- (3) in the first column of the table in point 2 of Annex III, the entries between '*Capsicum annuum*' and '*Cichorium endivia*' are replaced by the following:

'*Cichorium intybus* (Witloof Chicory Group, Leaf Chicory Group)

*Cichorium intybus* (Industrial (Root) Chicory Group).'

## PART B

## 'ANNEX II

**List of the genera and species referred to in Article 1(2)**

*Allium cepa* L.

- Cepa Group (Onion, Echalion)
- Aggregatum Group (Shallot)

*Allium fistulosum* L. (Japanese bunching onion or Welsh onion)

- all varieties

*Allium porrum* L. (Leek)

- all varieties

*Allium sativum* L. (Garlic)

- all varieties

*Allium schoenoprasum* L. (Chives)

- all varieties

*Anthriscus cerefolium* (L.) Hoffm. (Chervil)

- all varieties

*Apium graveolens* L.

- Celery Group
- Celeriac Group

*Asparagus officinalis* L. (Asparagus)

- all varieties

*Beta vulgaris* L.

- Garden Beet Group (Beetroot including Cheltenham beet)
- Leaf Beet Group (Spinach beet or Chard)

*Brassica oleracea* L.

- Kale Group
- Cauliflower Group
- Capitata Group (Red cabbage and White cabbage)
- Brussel Sprouts Group
- Kohlrabi Group
- Savoy Cabbage Group
- Broccoli Group (calabrese type and sprouting type)
- Palm Kale Group
- Tronchuda Group (Portuguese cabbage)

*Brassica rapa* L.

- Chinese Cabbage Group
- Vegetable Turnip Group

*Capsicum annuum* L. (Chili or Pepper)

- all varieties

*Cichorium endivia* L. (Endive)

- all varieties

*Cichorium intybus* L.

- Witloof Chicory Group
- Leaf Chicory Group (Large-leaved chicory or Italian chicory)
- Industrial (Root) Chicory Group

*Citrullus lanatus* (Thunb.) Matsum. et Nakai (Watermelon)

- all varieties

*Cucumis melo* L. (Melon)

- all varieties

*Cucumis sativus* L.

- Cucumber Group
- Gherkin Group

*Cucurbita maxima* Duchesne (Gourd)

- all varieties

*Cucurbita pepo* L. (Marrow, including mature pumpkin and scallop squash, or Courgette, including immature scallop squash)

- all varieties

*Cynara cardunculus* L.

- Globe Artichoke Group
- Cardoon Group

*Daucus carota* L. (Carrot and Fodder Carrot)

- all varieties

*Foeniculum vulgare* Mill. (Fennel)

- Azoricum Group

*Lactuca sativa* L. (Lettuce)

- all varieties

*Solanum lycopersicum* L. (Tomato)

- all varieties

*Petroselinum crispum* (Mill.) Nyman ex A. W. Hill

- Leaf Parsley Group
- Root Parsley Group

*Phaseolus coccineus* L. (Runner bean)

- all varieties

*Phaseolus vulgaris* L.

- Dwarf French Bean Group
- Climbing French Bean Group

*Pisum sativum* L.

- Round Pea Group
- Wrinkled Pea Group
- Sugar Pea Group

*Raphanus sativus* L.

- Radish Group
- Black Radish Group

*Rheum rhabarbarum* L. (Rhubarb)

— all varieties

*Scorzonera hispanica* L. (Scorzonera or Black salsify)

— all varieties

*Solanum melongena* L. (Aubergine or Eggplant)

— all varieties

*Spinacia oleracea* L. (Spinach)

— all varieties

*Valerianella locusta* (L.) Laterr. (Corn salad or Lamb's lettuce)

— all varieties

*Vicia faba* L. (Broad bean)

— all varieties

*Zea mays* L.

— Sweet Corn Group

— Popcorn Group.'

#### PART C

In the Annex to Directive 93/61/EEC, the column 'Genus or species' is amended as follows:

- (a) the words '*Allium ascalonicum*' are replaced by the words '*Allium cepa* — *Aggregatum* Group';
  - (b) the words '*Allium cepa*' are replaced by the words '*Allium cepa* – *Cepa* Group';
  - (c) the words '*Brassica pekinensis*' are replaced by the words '*Brassica rapa* – *Chinese Cabbage* Group';
  - (d) the words '*Lycopersicon lycopersicum*' are replaced by the words '*Solanum lycopersicum*'.
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# DECISIONS

## DECISION (EU) 2019/991 OF THE EUROPEAN PARLIAMENT

of 16 January 2019

### on the closure of the European Asylum Support Office for the financial year 2016

THE EUROPEAN PARLIAMENT,

- having regard to the final annual accounts of the European Asylum Support Office for the financial year 2016,
  - having regard to the Court of Auditors' report on the annual accounts of the European Asylum Support Office for the financial year 2016, together with the Office's reply <sup>(1)</sup>,
  - having regard to the statement of assurance <sup>(2)</sup> as to the reliability of the accounts and the legality and regularity of the underlying transactions provided by the Court of Auditors for the financial year 2016, pursuant to Article 287 of the Treaty on the Functioning of the European Union,
  - having regard to the Council's recommendation of 20 February 2018 on discharge to be given to the Office in respect of the implementation of the budget for the financial year 2016 (05941/2018 – C8-0087/2018),
  - having regard to its decision of 18 April 2018 <sup>(3)</sup> postponing the discharge decision for the financial year 2016, and the reply from the executive director of the European Asylum Support Office,
  - having regard to its decision of 24 October 2018 <sup>(4)</sup> refusing to grant the Executive Director of the European Asylum Support Office discharge for the financial year 2016,
  - having regard to Article 319 of the Treaty on the Functioning of the European Union,
  - having regard to Regulation (EU, Euratom) No 966/2012 of the European Parliament and of the Council of 25 October 2012 on the financial rules applicable to the general budget of the Union and repealing Council Regulation (EC, Euratom) No 1605/2002 <sup>(5)</sup>, and in particular Article 208 thereof,
  - having regard to Regulation (EU) No 439/2010 of the European Parliament and of the Council of 19 May 2010 establishing a European Asylum Support Office <sup>(6)</sup>, in particular Article 36 thereof,
  - having regard to Commission Delegated Regulation (EU) No 1271/2013 of 30 September 2013 on the framework financial regulation for the bodies referred to in Article 208 of Regulation (EU, Euratom) No 966/2012 of the European Parliament and of the Council <sup>(7)</sup>, and in particular Article 108 thereof,
  - having regard to Rule 94 of, and the second paragraph of Article 5(2)(a) of Annex IV to, its Rules of Procedure,
1. Approves the closure of the accounts of the European Asylum Support Office for the financial year 2016;
  2. Instructs its President to forward this decision to the Executive Director of the European Asylum Support Office, the Council, the Commission and the Court of Auditors, and to arrange for its publication in the *Official Journal of the European Union* (L series).

*The President*  
Antonio TAJANI

*The Secretary-General*  
Klaus WELLE

<sup>(1)</sup> OJ C 417, 6.12.2017, p. 79.

<sup>(2)</sup> See footnote 1.

<sup>(3)</sup> OJ L 248, 3.10.2018, p. 195.

<sup>(4)</sup> OJ L 331, 28.12.2018, p. 213.

<sup>(5)</sup> OJ L 298, 26.10.2012, p. 1.

<sup>(6)</sup> OJ L 132, 29.5.2010, p. 11.

<sup>(7)</sup> OJ L 328, 7.12.2013, p. 42.

**POLITICAL AND SECURITY COMMITTEE DECISION (CFSP) 2019/992****of 4 June 2019****on the appointment of the Head of Mission of the European Union Advisory Mission for Civilian Security Sector Reform Ukraine (EUAM Ukraine) (EUAM Ukraine/1/2019)**

THE POLITICAL AND SECURITY COMMITTEE,

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

Having regard to Council Decision 2014/486/CFSP of 22 July 2014 on the European Union Advisory Mission for Civilian Security Sector Reform Ukraine (EUAM Ukraine) <sup>(1)</sup>, and in particular Article 7 thereof,

Whereas:

- (1) Pursuant to Article 7 of Decision 2014/486/CFSP, the Political and Security Committee (PSC) is authorised, in accordance with Article 38 of the Treaty, to take the relevant decisions for the purpose of exercising the political control and strategic direction of EUAM Ukraine including, in particular, the decision to appoint a Head of Mission.
- (2) On 25 October 2018, the PSC adopted Decision (CFSP) 2018/1662 <sup>(2)</sup>, extending the mandate of Mr Kęstutis LANČINSKAS as the Head of Mission of EUAM Ukraine from 1 December 2018 to 31 May 2019.
- (3) On 13 May 2019, the Council adopted Decision (CFSP) 2019/761 <sup>(3)</sup>, extending the mandate of EUAM Ukraine until 31 May 2021.
- (4) On 27 May 2019, the High Representative of the Union for Foreign Affairs and Security Policy proposed the appointment of Mr Antti HARTIKAINEN as the Head of Mission of EUAM Ukraine,

HAS ADOPTED THIS DECISION:

*Article 1*

Mr Antti HARTIKAINEN is hereby appointed as the Head of Mission of the European Union Advisory Mission for Civilian Security Sector Reform Ukraine (EUAM Ukraine) from 1 July 2019 to 30 June 2020.

*Article 2*

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

Done at Brussels, 4 June 2019.

*For the Political and Security Committee*

*The Chairperson*

S. FROM-EMMESBERGER

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<sup>(1)</sup> OJ L 217, 23.7.2014, p. 42.

<sup>(2)</sup> Political and Security Committee Decision (CFSP) 2018/1662 of 25 October 2018 extending the mandate of the Head of Mission of the European Union Advisory Mission for Civilian Security Sector Reform Ukraine (EUAM Ukraine) (EUAM UKRAINE/1/2018) (OJ L 278, 8.11.2018, p. 18).

<sup>(3)</sup> Council Decision (CFSP) 2019/761 of 13 May 2019 amending Decision 2014/486/CFSP on the European Union Advisory Mission for Civilian Security Sector Reform Ukraine (EUAM Ukraine) (OJ L 125, 14.5.2019, p. 16).

**COUNCIL DECISION (CFSP) 2019/993****of 17 June 2019****repealing Decision (CFSP) 2018/1006 concerning restrictive measures in view of the situation in the Republic of Maldives**

THE COUNCIL OF THE EUROPEAN UNION,

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

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

Whereas:

- (1) On 16 July 2018, the Council adopted Decision (CFSP) 2018/1006 <sup>(1)</sup> concerning restrictive measures in view of the situation in the Republic of Maldives.
- (2) Further to a review of Decision (CFSP) 2018/1006 in light of its objectives and of the current situation in the Republic of Maldives, the Council has decided to lift the restrictive measures in place.
- (3) Decision (CFSP) 2018/1006 should therefore be repealed,

HAS ADOPTED THIS DECISION:

*Article 1*

Decision (CFSP) 2018/1006 is hereby repealed.

*Article 2*

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

Done at Luxembourg, 17 June 2019.

*For the Council*

*The President*

F. MOGHERINI

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<sup>(1)</sup> Council Decision (CFSP) 2018/1006 of 16 July 2018 concerning restrictive measures in view of the situation in the Republic of Maldives (OJ L 180, 17.7.2018, p. 24).

**COMMISSION IMPLEMENTING DECISION (EU) 2019/994****of 17 June 2019****postponing the expiry date of approval of etofenprox for use in biocidal products of product-type 8****(Text with EEA relevance)**

THE EUROPEAN COMMISSION,

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

Having regard to Regulation (EU) No 528/2012 of the European Parliament and of the Council of 22 May 2012 concerning the making available on the market and use of biocidal products <sup>(1)</sup>, and in particular Article 14(5) thereof,

After consulting the Standing Committee on Biocidal Products,

Whereas:

- (1) The active substance etofenprox was included in Annex I to Directive 98/8/EC of the European Parliament and of the Council <sup>(2)</sup> for use in biocidal products of product-type 8, and pursuant to Article 86 of Regulation (EU) No 528/2012 is therefore considered approved under that Regulation subject to the specifications and conditions set out in Annex I to that Directive.
- (2) The approval of etofenprox for use in biocidal products of product-type 8 will expire on 31 January 2020. On 27 July 2018, an application was submitted in accordance with Article 13(1) of Regulation (EU) No 528/2012 for the renewal of the approval of etofenprox.
- (3) On 19 December 2018, the evaluating competent authority of Austria informed the Commission that it had decided, pursuant to Article 14(1) of Regulation (EU) No 528/2012, that a full evaluation of the application was necessary. Pursuant to Article 8(1) of that Regulation, the evaluating competent authority is to perform a full evaluation of the application within 365 days of its validation.
- (4) The evaluating competent authority may, as appropriate, request the applicant to provide sufficient data to carry out the evaluation, in accordance with Article 8(2) of that Regulation. In such case, the 365-day period is suspended for a period that may not exceed 180 days in total unless a longer suspension is justified by the nature of the data requested or by exceptional circumstances.
- (5) Within 270 days of receipt of a recommendation from the evaluating competent authority, the European Chemicals Agency ('the Agency') is to prepare and submit to the Commission an opinion on renewal of the approval of the active substance in accordance with Article 14(3) of Regulation (EU) No 528/2012.
- (6) Consequently, for reasons beyond the control of the applicant, the approval of etofenprox for use in biocidal products of product-type 8 is likely to expire before a decision has been taken on its renewal. It is therefore appropriate to postpone the expiry date of approval of etofenprox for use in biocidal products of product-type 8 for a period of time sufficient to enable the examination of the application. Considering the time-limits for the evaluation by the evaluating competent authority and for the preparation and submission of the opinion by the Agency, it is appropriate to postpone the expiry date of approval to 31 October 2022.
- (7) Except for the expiry date of the approval, etofenprox remains approved for use in biocidal products of product-type 8 subject to the specifications and conditions set out in Annex I to Directive 98/8/EC,

HAS ADOPTED THIS DECISION:

*Article 1*

The expiry date of approval of etofenprox for use in biocidal products of product-type 8 is postponed to 31 October 2022.

<sup>(1)</sup> OJ L 167, 27.6.2012, p. 1.

<sup>(2)</sup> Directive 98/8/EC of the European Parliament and of the Council of 16 February 1998 concerning the placing of biocidal products on the market (OJ L 123, 24.4.1998, p. 1).

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*Article 2*

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

Done at Brussels, 17 June 2019.

*For the Commission*  
*The President*  
Jean-Claude JUNCKER

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**COMMISSION IMPLEMENTING DECISION (EU) 2019/995****of 17 June 2019****amending Implementing Decision (EU) 2016/2323 establishing the European List of ship recycling facilities pursuant to Regulation (EU) No 1257/2013 of the European Parliament and of the Council****(Text with EEA relevance)**

THE EUROPEAN COMMISSION,

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

Having regard to Regulation (EU) No 1257/2013 of the European Parliament and of the Council of 20 November 2013 on ship recycling and amending Regulation (EC) No 1013/2006 and Directive 2009/16/EC <sup>(1)</sup>, and in particular Article 16 thereof,

Whereas:

- (1) Article 6(2) of Regulation (EU) No 1257/2013 requires ship owners to ensure that ships destined to be recycled are only recycled at ship recycling facilities included in the European List of ship recycling facilities published pursuant to Article 16 of that Regulation.
- (2) The European List is set out in Commission Implementing Decision (EU) 2016/2323 <sup>(2)</sup>.
- (3) Denmark has informed the Commission that two ship recycling facilities <sup>(3)</sup> located in its territory have been authorised by the competent authority in accordance with Article 14 of Regulation (EU) No 1257/2013. Denmark has provided the Commission with all information relevant for those facilities to be included in the European List. The European List should therefore be updated to include those facilities.
- (4) Following incorporation of Regulation (EU) No 1257/2013 into the Agreement on the European Economic Area <sup>(4)</sup>, Norway has informed the Commission that five ship recycling facilities <sup>(5)</sup> located in its territory have been authorised by the competent authority in accordance with Article 14 of that Regulation. Norway has provided the Commission with all information relevant for those facilities to be included in the European List. The European List should therefore be updated to include those facilities.
- (5) The Commission has received an application in accordance with Article 15(1) of Regulation (EU) No 1257/2013 for a ship recycling facility <sup>(6)</sup> located in Turkey to be included in the European List. Having assessed the information and supporting evidence provided or gathered in accordance with Article 15 of that Regulation, the Commission considers that the facility complies with the requirements set out in Article 13 of that Regulation to conduct ship recycling and to be included in the European List. The European List should therefore be updated to include that facility.
- (6) Moreover, it is necessary to correct an error in relation to the information with regard to Article 16(2)(d) of Regulation (EU) No 1257/2013 included in the European List for the ship recycling facility located in Finland.
- (7) Implementing Decision (EU) 2016/2323 should therefore be amended accordingly.
- (8) The measures provided for in this Decision are in accordance with the opinion of the Committee established by Article 25 of Regulation (EU) No 1257/2013,

HAS ADOPTED THIS DECISION:

*Article 1*

The Annex to Implementing Decision (EU) 2016/2323 is replaced by the text in the Annex to this Decision.

<sup>(1)</sup> OJ L 330, 10.12.2013, p. 1.<sup>(2)</sup> Commission Implementing Decision (EU) 2016/2323 of 19 December 2016 establishing the European List of ship recycling facilities pursuant to Regulation (EU) No 1257/2013 of the European Parliament and of the Council on ship recycling (OJ L 345, 20.12.2016, p. 119).<sup>(3)</sup> FAYARD A/S and Stena Recycling A/S.<sup>(4)</sup> Decision of the EEA Joint Committee No 257/2018 of 5 December 2018 amending Annex XIII (Transport) and Annex XX (Environment) to the Agreement on the European Economic Area (not yet published in the Official Journal).<sup>(5)</sup> AF Offshore Decom, Green Yard AS, Kvaerner AS (Stord), Lutelandet Industrihamn and Norscrap West AS<sup>(6)</sup> Isiksan Gemi Sokum Pazarlama Ve Tic. Ltd Sti.

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*Article 2*

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

Done at Brussels, 17 June 2019.

*For the Commission*  
*The President*  
Jean-Claude JUNCKER

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ANNEX

'ANNEX

## THE EUROPEAN LIST OF SHIP RECYCLING FACILITIES REFERRED TO IN ARTICLE 16 OF REGULATION (EU) No 1257/2013

## PART A

## Ship recycling facilities located in a Member State

Name of the facility	Method of recycling	Type and size of ships that can be recycled	Limitations and conditions under which the ship recycling facility operates, including as regards hazardous waste management	Details on the explicit or tacit procedure for the approval of the ship recycling plan by the competent authority <sup>(1)</sup>	Maximum annual ship recycling output, calculated as the sum of the weight of ships expressed in LDT that have been recycled in a given year in that facility <sup>(2)</sup>	Date of expiry of inclusion in the European List <sup>(3)</sup>
BELGIUM						
NV Galloo Recycling Ghent Scheepzatestraat 9 9000 Gent Belgium Phone: +32(0)9/251 25 21 Email: peter.wyntin@galloo.com	Alongside (wet berth), slope	Ships as defined in point (1) of Article 3(1) of Regulation (EU) No 1257/2013  Maximum ship dimensions: Length: 265 meters Width: 37 meters Draught: 12,5 meters		Tacit approval, with a maximum review period of 30 days	34 000 <sup>(4)</sup>	31 March 2020
DENMARK						
FAYARD A/S Kystvejen 100 DK-5330 Munkebo Denmark www.fayard.dk Phone: +45 7592 0000 Email: fayard@fayard.dk	Drydock decommissioning and recycling	Ships as defined in point (1) of Article 3(1) of Regulation (EU) No 1257/2013  Maximum ship dimensions: Length: 415 meters Width: 90 meters Draught: 7,8 meters	The ship recycling facility is regulated in accordance with applicable legislation and with the conditions set out in Environmental Permit of 7 November 2018 issued by the Municipality of Kerteminde. The Environmental Permit includes conditions for operating hours, special operating conditions, handling and storage of waste and also includes a condition that the activity must be carried out in a dry dock.	Tacit approval, with a maximum review period of 14 days.	0 <sup>(5)</sup>	7 November 2023

Name of the facility	Method of recycling	Type and size of ships that can be recycled	Limitations and conditions under which the ship recycling facility operates, including as regards hazardous waste management	Details on the explicit or tacit procedure for the approval of the ship recycling plan by the competent authority <sup>(1)</sup>	Maximum annual ship recycling output, calculated as the sum of the weight of ships expressed in LDT that have been recycled in a given year in that facility <sup>(2)</sup>	Date of expiry of inclusion in the European List <sup>(3)</sup>
<p>Fornæs ApS  Rolshøjvej 12-16  8500 Grenaa  Denmark  www.fornaes.dk  Phone: +45 86326393  Email: recycling@fornaes.dk</p>	<p>Dismantling by quay and subsequent scrapping on impermeable floors with effective drainage systems</p>	<p>Ships as defined in point (1) of Article 3(1) of Regulation (EU) No 1257/2013</p> <p>Maximum ship dimensions:  Length: 150 meters  Width: 25 meters  Draught: 6 meters  GT: 10 000</p>	<p>The municipality of Norddjurs has the right to allocate Hazardous waste for environmentally approved reception facilities.</p>	<p>Tacit approval, with a maximum review period of 14 days.</p>	<p>30 000 <sup>(6)</sup></p>	<p>30 June 2021</p>
<p>Modern American Recycling Services Europe (M.A.R.S)  Sandholm 60  9900 Frederikshavn  Denmark  Website: <a href="http://www.modernamericanrecyclingservices.com/">http://www.modernamericanrecyclingservices.com/</a>  Email: kim@mars-eu.dk</p>	<p>Clipping and flame cutting after the item for dismantling has been placed in a slipway facility</p>	<p>Ships as defined in point (1) of Article 3(1) of Regulation (EU) No 1257/2013</p> <p>Maximum ship dimensions:  Length: 290 meters  Width: 90 meters  Draught: 14 meters</p>	<p>The conditions under which the ship recycling facility operates are defined in the Environmental Permit of 9 March 2018 issued by the Municipality of Frederikshavn</p> <p>The Municipality of Frederikshavn has the right to allocate hazardous waste to environmentally approved reception facilities, as set out in the Environmental Permit for the ship recycling facility.</p> <p>The facility must not store hazardous waste for more than one year.</p>	<p>Tacit approval, with a maximum review period of 14 days.</p>	<p>0 <sup>(7)</sup></p>	<p>23 August 2023</p>

Name of the facility	Method of recycling	Type and size of ships that can be recycled	Limitations and conditions under which the ship recycling facility operates, including as regards hazardous waste management	Details on the explicit or tacit procedure for the approval of the ship recycling plan by the competent authority (1)	Maximum annual ship recycling output, calculated as the sum of the weight of ships expressed in LDT that have been recycled in a given year in that facility (2)	Date of expiry of inclusion in the European List (3)
Smedegaarden A/S Vikingkaj 5 6700 Esbjerg Denmark www.smedegaarden.net	Dismantling by quay and subsequent scrapping on impermeable floors with effective drainage systems	Ships as defined in point (1) of Article 3(1) of Regulation (EU) No 1257/2013 Maximum ship dimensions: Length: 170 meters Width: 40 meters Draught: 7,5 meters		Tacit approval, with a maximum review period of 14 days	20 000 (8)	15 September 2021
Stena Recycling A/S Grusvej 6 6700 Esbjerg DENMARK Phone: +45 20699190 Website: https://www.stenarecycling.dk/ Email: jakob.kristensen@stenarecycling.com	Clipping and flame cutting after the item for dismantling has been placed within a confined flooding proof area with impermeable floors and effective drainage systems	Ships as defined in point (1) of Article 3(1) of Regulation (EU) No 1257/2013. Maximum ship dimensions: Length: 40 meters Width: 40 meters Draught: 10 meters	The conditions under which the ship recycling facility operates are defined in the Environmental Permit of 5 October 2017 issued by Esbjerg Municipality. Esbjerg Municipality has the right to allocate hazardous waste to environmentally approved reception facilities, as set out in the Environmental Permit for the ship recycling facility	Tacit approval, with a maximum review period of 14 days	0 (9)	7 February 2024
ESTONIA						
BLRT Refonda Baltic OÜ Kopli 103, 11712 Tallinn, Estonia Phone: +372 610 2933 Fax +372 610 2444 Email: refonda@blrt.ee www.refonda.ee	Afloat at the quayside and in the floating dock	Ships as defined in point (1) of Article 3(1) of Regulation (EU) No 1257/2013 Maximum ship dimensions: Length: 197 meters Width: 32 meters Draught: 9,6 meters GT: 28 000	Waste permit No. LJÄ/327249. Hazardous waste management licence No 0222. Rules of the Vene-Balti Port, Manual on Ships Recycling MSR-Refonda. Environmental Management System, Waste management EP 4.4.6-1-13 The facility can recycle only the hazardous materials for which it has been licensed.	Tacit approval, with a maximum review period of 30 days.	21 852 (10)	15 February 2021

Name of the facility	Method of recycling	Type and size of ships that can be recycled	Limitations and conditions under which the ship recycling facility operates, including as regards hazardous waste management	Details on the explicit or tacit procedure for the approval of the ship recycling plan by the competent authority <sup>(1)</sup>	Maximum annual ship recycling output, calculated as the sum of the weight of ships expressed in LDT that have been recycled in a given year in that facility <sup>(2)</sup>	Date of expiry of inclusion in the European List <sup>(3)</sup>
SPAIN						
DDR VESSELS XXI, S.L. Port of "El Musel" Gijon Spain Phone: +34 630 14 44 16 Email: abarredo@ddr-vessels.com	Dismantling ramp	Ships as defined in point (1) of Article 3(1) of Regulation (EU) No 1257/2013, except nuclear ships.  Maximum ship dimensions: Length: 169,9 meters  (Ships above that size which can operate a zero rollover or negative ramp movement may be accepted depending on the outcome of a detailed feasibility study)	The limitations are included in the integrated environmental authorisation.	Explicit approval by the Harbour Masters Office of the port where the facility is located	0 <sup>(11)</sup>	28 July 2020
FRANCE						
Démonaval Recycling ZI du Malaquis Rue François Arago 76580 LE TRAIT Phone: (+ 33) (0)7 69 79 12 80 Email: patrick@demonaval-recycling.fr	Alongside, drydock	Ships as defined in point (1) of Article 3(1) of Regulation (EU) No 1257/2013  Maximum ship dimensions (drydock): Length: 140 meters Width: 25 meters Depth: 5 meters	Environmental limitations are defined in the prefectural authorisation.	Explicit approval – The competent authority for the approval decision is the minister of environment	0 <sup>(12)</sup>	11 December 2022

Name of the facility	Method of recycling	Type and size of ships that can be recycled	Limitations and conditions under which the ship recycling facility operates, including as regards hazardous waste management	Details on the explicit or tacit procedure for the approval of the ship recycling plan by the competent authority <sup>(1)</sup>	Maximum annual ship recycling output, calculated as the sum of the weight of ships expressed in LDT that have been recycled in a given year in that facility <sup>(2)</sup>	Date of expiry of inclusion in the European List <sup>(3)</sup>
<p>GARDET &amp; DE BEZENAC Recycling/Groupe BAUDELET ENVIRONNEMENT – GIE MUG</p> <p>616, Boulevard Jules Durand 76600 Le Havre France Phone: +33(0)2 35 95 16 34 Email: infos@gardet-bezenac.com</p>	Floating and slipway	<p>Ships as defined in point (1) of Article 3(1) of Regulation (EU) No 1257/2013</p> <p>Maximum ship dimensions: Length: 150 meters Width: 18 meters LDT: 7 000</p>	Environmental limitations are defined in the prefectural authorisation.	Explicit approval – The competent authority for the approval decision is the minister of environment.	16 000 <sup>(13)</sup>	30 December 2021
<p>Grand Port Maritime de Bordeaux</p> <p>152, Quai de Bacalan — CS 41320 - 33082 Bordeaux Cedex France Phone: +33(0)5 56 90 58 00 Email: maintenance@bordeaux-port.fr</p>	Alongside, drydock	<p>Ships as defined in point (1) of Article 3(1) of Regulation (EU) No 1257/2013</p> <p>Maximum ship dimensions (drydock): Length: 240 meters Width: 37 meters Depth: 17 meters</p>	Environmental limitations are defined in the prefectural authorisation.	Explicit approval – The competent authority for the approval decision is the minister of environment.	18 000 <sup>(14)</sup>	21 October 2021
<p>Les Recycleurs bretons</p> <p>Zone Industrielle de Kerbriant - 29 610 Plouigneau France Phone: +33(0)2 98 01 11 06 Email: navaleo@navaleo.fr</p>	Alongside, drydock	<p>Ships as defined in point (1) of Article 3(1) of Regulation (EU) No 1257/2013</p> <p>Maximum ship dimensions (drydock): Length: 225 meters Width: 34 meters Depth: 27 meters</p>	Environmental limitations are defined in the prefectural authorisation.	Explicit approval – The competent authority for the approval decision is the minister of environment.	5 500 <sup>(15)</sup>	24 May 2021

Name of the facility	Method of recycling	Type and size of ships that can be recycled	Limitations and conditions under which the ship recycling facility operates, including as regards hazardous waste management	Details on the explicit or tacit procedure for the approval of the ship recycling plan by the competent authority <sup>(1)</sup>	Maximum annual ship recycling output, calculated as the sum of the weight of ships expressed in LDT that have been recycled in a given year in that facility <sup>(2)</sup>	Date of expiry of inclusion in the European List <sup>(3)</sup>
ITALY						
San Giorgio del Porto S.p.A. Calata Boccanardo 8 16128 – Genova – Italy Phone: +39 (0)10 251561 Email: segreteria@sgdp.it; sangiorgiodelporto@legalmail.it www.sgdp.it	Alongside, drydock	Ships as defined in point (1) of Article 3(1) of Regulation (EU) No 1257/2013  Maximum ship dimensions: Length: 350 meters Width: 75 meters Immersion: 16 meters GT: 130 000	The limitations and restrictions are included in the integrated environmental authorisation.  The facility has a Ship Recycling Facility Plan that meets the requirements of Regulation (EU) No 1257/2013	Explicit approval	38 564 <sup>(16)</sup>	6 June 2023
LATVIA						
A/S “Tosmares kuģubūvētava” Ģenerāļa Baloža street 42/44, Liepāja, LV-3402 Latvia Phone: +371 63401919 Email: shipyard@tosmare.lv	Ship dismantling (wet berth and dry dock)	Ships as defined in point (1) of Article 3(1) of Regulation (EU) No 1257/2013  Maximum ship dimensions: Length: 165 m Width: 22 m Depth: 7 m DWT: 14 000 GT: 200 - 12 000 Weight: 100 – 5 000 tonnes LDT: 100 -5 000	See national permit No. LI10IB0024.	Explicit approval — written notification in 30 working days	0 <sup>(17)</sup>	11 June 2020

Name of the facility	Method of recycling	Type and size of ships that can be recycled	Limitations and conditions under which the ship recycling facility operates, including as regards hazardous waste management	Details on the explicit or tacit procedure for the approval of the ship recycling plan by the competent authority <sup>(1)</sup>	Maximum annual ship recycling output, calculated as the sum of the weight of ships expressed in LDT that have been recycled in a given year in that facility <sup>(2)</sup>	Date of expiry of inclusion in the European List <sup>(3)</sup>
LITHUANIA						
UAB APK Minijos 180 (berth 133A), LT 93269, Klaipėda, Lithuania Phone: +370 (46) 365776 Fax +370 (46) 365776 Email: uab.apk@gmail.com	Alongside (wet berth)	Ships as defined in point (1) of Article 3(1) of Regulation (EU) No 1257/2013 Maximum ship dimensions: Length: 130 meters Width: 35 meters Depth: 10 meters GT: 3 500	See national permit No. TL-KL.1-15/2015	Explicit approval — written notification in 30 working days	1 500 <sup>(18)</sup>	17 March 2020
UAB Armar Minijos 180 (berths 127A, 131A), LT 93269, Klaipėda, Lithuania Phone: +370 685 32607 Email: armar.uab@gmail.com; albatrosas33@gmail.com	Alongside (wet berth)	Ships as defined in point (1) of Article 3(1) of Regulation (EU) No 1257/2013 Maximum ship dimensions (berth 127A): Length: 80 meters Width: 16 meters Depth: 6 meters GT: 1 500 Maximum ship dimensions (berth 131A): Length: 80 meters Width: 16 meters Depth: 5 meters GT: 1 500	See national permit No. TL-KL.1-16/2015 (berth 127A) See national permit No. TL-KL.1-51/2017 (berth 131A)	Explicit approval — written notification in 30 working days	3 910 <sup>(19)</sup>	17 March 2020 (berth 127A) 19 April 2022 (berth 131A)

Name of the facility	Method of recycling	Type and size of ships that can be recycled	Limitations and conditions under which the ship recycling facility operates, including as regards hazardous waste management	Details on the explicit or tacit procedure for the approval of the ship recycling plan by the competent authority <sup>(1)</sup>	Maximum annual ship recycling output, calculated as the sum of the weight of ships expressed in LDT that have been recycled in a given year in that facility <sup>(2)</sup>	Date of expiry of inclusion in the European List <sup>(3)</sup>
<p>UAB Vakarų refonda</p> <p>Minijos 180 (berths 129, 130, 131A, 131, 132, 133A), LT 93269, Klaipėda, Lithuania</p> <p>Phone: +370 (46) 483940/483891</p> <p>Fax +370 (46) 483891</p> <p>Email: refonda@wsy.lt</p>	Alongside (wet berth)	<p>Ships as defined in point (1) of Article 3(1) of Regulation (EU) No 1257/2013</p> <p>Maximum ship dimensions:</p> <p>Length: 230 meters</p> <p>Width: 55 meters</p> <p>Depth: 14 meters</p> <p>GT: 70 000</p>	See national permit No. (11.2)-30-161/2011/TL-KL.1-18/2015	Explicit approval — written notification in 30 working days	20 140 <sup>(20)</sup>	21 May 2020

## THE NETHERLANDS

<p>Keppel-Verolme</p> <p>Prof. Gerbrandyweg 25</p> <p>3197 KK Rotterdam-Botlek</p> <p>The Netherlands</p> <p>Phone: +31 18 123 43 53</p> <p>Email: mzoethout@keppelverolme.nl</p>	Shipbreaking	<p>Maximum ship dimensions:</p> <p>Length: 405 meters</p> <p>Width: 90 meters</p> <p>Depth: 11,6 meters</p>	The site has a permit to operate; this permit contains limitations and conditions to operate in an environmental sound manner.	Explicit approval	52 000 <sup>(21)</sup>	21 July 2021
<p>Scheepssloperij Nederland B.V.</p> <p>Havenweg 1; 3295 XZ s-Gravendeel</p> <p>Postbus 5234; 3295 ZJ s-Gravendeel</p> <p>The Netherlands</p> <p>Phone: +31 78 673 60 55</p> <p>Email: info@sloperij-nederland.nl</p>	Shipbreaking	<p>Maximum ship dimensions:</p> <p>Length: 200 meters</p> <p>Width: 33 meters</p> <p>Depth: 6 meters</p> <p>Height: 45 meters (Botlek-bridge)</p>	The site has a permit to operate; this permit contains limitations and conditions to operate in an environmental sound manner.	Explicit approval	9 300 <sup>(22)</sup>	27 September 2021

Name of the facility	Method of recycling	Type and size of ships that can be recycled	Limitations and conditions under which the ship recycling facility operates, including as regards hazardous waste management	Details on the explicit or tacit procedure for the approval of the ship recycling plan by the competent authority <sup>(1)</sup>	Maximum annual ship recycling output, calculated as the sum of the weight of ships expressed in LDT that have been recycled in a given year in that facility <sup>(2)</sup>	Date of expiry of inclusion in the European List <sup>(3)</sup>
		Recycling operations start on water to make the hull lighter; the winch to haul ships on the ramp can pull 2 000 tonnes.				

## NORWAY

AF Offshore Decom Raunesvegen 597, 5578 Nedre Vats Norway <a href="https://afgruppen.no/selskaper/af-offshore-decom/">https://afgruppen.no/selskaper/af-offshore-decom/</a>	Dismantling at quay and subsequent skidding of hull to quay.  Waste management and scrapping on impermeable surface with effective drainage systems.	Ships as defined in point (1) of Article 3(1) of Regulation (EU) No 1257/2013  Maximum ship dimensions: Length: 290 meters Depth: 23 meters AF can also receive semi-submersible rigs and platforms	See national permit No 2005.0038.T	Explicit approval	20 000 <sup>(23)</sup>	28 January 2024
Green Yard AS Angholmen, 4485 Fedå, Norway <a href="http://www.greenyard.no">www.greenyard.no</a>	Indoor facility on a slipway. Major dismantling operations must be performed indoors.	Ships as defined in point (1) of Article 3(1) of Regulation (EU) No 1257/2013  Maximum ship dimensions: Width: 25 m Length: No limit	See national permit No 2018.0833.T  Permit sets limits on work that can be performed outside in order to fit ships inside indoor facility.	Explicit approval	0 <sup>(24)</sup>	28 January 2024

Name of the facility	Method of recycling	Type and size of ships that can be recycled	Limitations and conditions under which the ship recycling facility operates, including as regards hazardous waste management	Details on the explicit or tacit procedure for the approval of the ship recycling plan by the competent authority <sup>(1)</sup>	Maximum annual ship recycling output, calculated as the sum of the weight of ships expressed in LDT that have been recycled in a given year in that facility <sup>(2)</sup>	Date of expiry of inclusion in the European List <sup>(3)</sup>
Kvaerner AS (Stord) Eldøyane 59, 5411 Stord, Norway www.kvaerner.com	Wet berth and slipway. Large vessels will be partly decommissioned on quay until the hull can be brought up the slipway.  All further decommissioning work on concrete pads with drainage to a water treatment facility.	Ships as defined in point (1) of Article 3(1) of Regulation (EU) No 1257/2013  Maximum ship dimensions: Length: 230 m Width: No limit  Kvaerner can also receive topsides and jacket structures and semi-submersible installations	See national permit No 2013.0111.T	Explicit approval	60 000 <sup>(25)</sup>	28 January 2024
Lutelandet Industrihamn Lutelandet Offshore AS 6964 Korssund, Norway www.lutelandetoffshore.com	Dismantling along the quayside, lifted on-shore for scrapping on impermeable surface with drainage and treatment systems.	Ships as defined in point (1) of Article 3(1) of Regulation (EU) No 1257/2013  Any ship within the dimensions authorized within the permit.  Lutelandet can also receive topsides and jacket structures and semi-submersible installations	See national permit No 2014.0646.T	Explicit approval	7 000 <sup>(26)</sup>	28 January 2024
Norscrap West AS Hanøytangen 122, 5310 Hauglandhella, Norway www.norscrap.no	Floating slipway. Optional depending on complexity, in addition:  1. Dismantling by quay and subsequent scrapping on impermeable floors with effective draining system  2. Drydock	Ships as defined in point (1) of Article 3(1) of Regulation (EU) No 1257/2013  Maximum ship dimensions: Length: 150 m Width: 34 m  LDT: 8 000 tons floating slipway. Increasing based upon methods of recycling.	See national permit No 2017.0864.T	Explicit approval	4 500 <sup>(27)</sup>	1 March 2024

Name of the facility	Method of recycling	Type and size of ships that can be recycled	Limitations and conditions under which the ship recycling facility operates, including as regards hazardous waste management	Details on the explicit or tacit procedure for the approval of the ship recycling plan by the competent authority (1)	Maximum annual ship recycling output, calculated as the sum of the weight of ships expressed in LDT that have been recycled in a given year in that facility (2)	Date of expiry of inclusion in the European List (3)
PORTUGAL						
Navalria — Docas, Construções e Reparações Navais Porto Comercial, Terminal Sul, Apartado 39, 3811-901 Aveiro Portugal Phone: +351 234 378 970, +351 232 767 700 Email: info@navalria.pt	Drydock dismantling, decontamination and dismantling on a horizontal plane and inclined plane, according to the ship's size	Nominal capacity of the horizontal plane: 700 tonnes Nominal capacity of the inclined plane: 900 tonnes	Conditions applied to the activity are defined in specifications annexed to Title AL n.º 5/2015/CCDRC, of 26 January 2016	Explicit approval	1 900 (28)	26 January 2020
FINLAND						
Turun Korjaustelakka Oy (Turku Repair Yard Ltd) Navirentie, 21110 Naantali Finland Phone: +358 2 44 511 Email try@turkurepairyard.com	Alongside, drydock	Ships as defined in point (1) of Article 3(1) of Regulation (EU) No 1257/2013 Maximum ship dimensions: Length: 250 meters Width: 40 meters Draught: 7,9 meters	The limitations are included in the national environmental permit.	Explicit approval	20 000 (29)	1 October 2023
UNITED KINGDOM						
Able UK Limited Teesside Environmental Reclamation and Recycling Centre Graythorp Dock Tees Road Hartlepool Cleveland TS25 2DB United Kingdom Phone: +44(0)1642 806080 Email: info@ableuk.com	Ship dismantling and associated treatment authorised with dry dock and wet berth	Any ship within the dimensions authorised within the permit. Maximum ship dimensions: Length: 337.5 meters Beam: 120 meters Draft: 6,65 meters	The facility has a Ship Recycling Facility Plan that meets the requirements of Regulation (EU) No 1257/2013. The site is authorised by way of a permit (Reference EPR/VP3296ZM) that limits the operations and places conditions on the operator of the facility.	Explicit approval	66 340 (30)	6 October 2020

Name of the facility	Method of recycling	Type and size of ships that can be recycled	Limitations and conditions under which the ship recycling facility operates, including as regards hazardous waste management	Details on the explicit or tacit procedure for the approval of the ship recycling plan by the competent authority <sup>(1)</sup>	Maximum annual ship recycling output, calculated as the sum of the weight of ships expressed in LDT that have been recycled in a given year in that facility <sup>(2)</sup>	Date of expiry of inclusion in the European List <sup>(2)</sup>
Dales Marine Services Ltd Imperial Dry Dock Leith Edinburgh EH6 7DR Contact: Phone: +44(0)131 454 3380 Email: leithadmin@dalesmarine.co.uk; b.robertson@dalesmarine.co.uk	Ship dismantling and associated treatment authorised within a drydock, and wet berth	Any ship up to a maximum of 7 000 tonnes  Maximum ship dimensions: Length: 165 meters Beam: 21 meters Draft: 7,7 meters	The facility has a Ship Recycling Facility Plan that meets the requirements of Regulation (EU) No 1257/2013. The site is authorised by way of a licence (Ref: WML L 1157331) that limits the operations and places conditions on the operator of the facility.	Explicit approval	7 275 <sup>(31)</sup>	2 November 2022
Harland and Wolff Heavy Industries Limited Queen's Island Belfast BT3 9DU United Kingdom Phone: +44(0)2890 458456 Email: trevor.hutchinson@harland-wolff.com	Ship dismantling and associated treatment authorised with dry dock, and wet berth	Any ship with the dimensions detailed in the agreed Working Plan.  Maximum ship dimensions: The main dock (the largest) is 556 m × 93 m × 1,2 m DWT, and can take vessels up to this size. This largest dry dock is 1,2 million DWT.	The facility has a Ship Recycling Facility Plan that meets the requirements of Regulation (EU) No 1257/2013.  The site is authorised by way of a waste management licence, authorisation number LN/07/21/V2 that limits the operations and places conditions on the operator of the facility.	Explicit approval	13 200 <sup>(32)</sup>	3 August 2020
Swansea Drydock Ltd Prince of Wales Dry Dock Swansea Wales SA1 1LY United Kingdom Phone: +44(0)1792 654592 Email: info@swanseadrydocks.com	Ship dismantling and associated treatment authorised with dry dock, and wet berth	Any ship within the dimensions authorised within the permit.  Maximum ship dimensions: Length: 200 meters Beam: 27 meters Draft: 7 meters	Site has a Ship Recycling Facility Plan that meets with the requirements of Regulation (EU) No 1257/2013.  The site is authorised by way of a permit (Reference EPR/UP3298VL) that limits the operations and places conditions on the operator of the facility.	Explicit approval	7 275 <sup>(33)</sup>	2 July 2020

<sup>(1)</sup> As referred to in Article 7(3) of Regulation (EU) No 1257/2013 on ship recycling.

<sup>(2)</sup> As referred to in the third sentence of Article 32(1)(a) of Regulation (EU) No 1257/2013.

- (3) The date of expiry of inclusion in the European List corresponds to the date of expiry of the permit or authorisation granted to the facility in the Member State.
- (4) According to the information submitted, the theoretical maximum annual ship recycling capacity of the facility is 50 000 LDT per year.
- (5) According to the information submitted, the theoretical maximum annual ship recycling capacity of the facility is 30 000 LDT per year.
- (6) According to the information submitted, the theoretical maximum annual ship recycling capacity of the facility is 50 000 LDT per year.
- (7) According to the information submitted, the theoretical maximum annual ship recycling capacity of the facility is 200 000 LDT per year.
- (8) According to the information submitted, the theoretical maximum annual ship recycling capacity of the facility is 50 000 LDT per year.
- (9) According to the information submitted, the theoretical maximum annual ship recycling capacity of the facility is 45 000 LDT per year.
- (10) According to the information submitted, the theoretical maximum annual ship recycling capacity of the facility is 15 000 LDT per year.
- (11) According to the information submitted, the theoretical maximum annual ship recycling capacity of the facility is 60 000 LDT per year.
- (12) According to the information submitted, the theoretical maximum annual ship recycling capacity of the facility is 15 000 LDT per year.
- (13) According to the information submitted, the theoretical maximum annual ship recycling capacity of the facility is 18 000 LDT per year.
- (14) According to the information submitted, the theoretical maximum annual ship recycling capacity of the facility is 23 000 LDT per year.
- (15) According to the information submitted, the theoretical maximum annual ship recycling capacity of the facility is 10 000 LDT per year.
- (16) According to the information submitted, the theoretical maximum annual ship recycling capacity of the facility is 60 000 LDT per year.
- (17) According to the information submitted, the theoretical maximum annual ship recycling capacity of the facility is 15 000 LDT per year.
- (18) According to its permit, the facility is authorised to recycle a maximum 30 000 LDT per year.
- (19) According to its permits, the facility is authorised to recycle a maximum 12 000 LDT per year (6 000 LDT per berth).
- (20) According to its permit, the facility is authorised to recycle a maximum 45 000 LDT per year.
- (21) According to its permit, the theoretical maximum annual ship recycling capacity of the facility is 100 000 LDT per year.
- (22) According to the information submitted, the theoretical maximum annual ship recycling capacity of the facility is 45 000 LDT per year.
- (23) According to its permit, the facility is authorised to recycle a maximum 75 000 LDT per year.
- (24) According to its permit, the facility is authorised to recycle a maximum 30 000 LDT per year.
- (25) According to its permit, the facility is authorised to recycle a maximum 60 000 LDT per year.
- (26) According to its permit, the facility is authorised to recycle a maximum 200 000 LDT per year.
- (27) According to its permit, the facility is authorised to recycle a maximum 100 000 LDT per year.
- (28) According to the information submitted, the theoretical maximum annual ship recycling capacity of the facility is 5 000 LDT per year.
- (29) According to the information submitted, the theoretical maximum annual ship recycling capacity of the facility is 40 000 LDT per year.
- (30) According to its permit, the facility is authorised to recycle a maximum of 230 000 LDT per year.
- (31) According to its permit, the facility is authorised to recycle a maximum of 7 275 LDT per year.
- (32) According to its permit, the facility is authorised to recycle a maximum of 300 000 LDT per year.
- (33) According to its permit, the facility is authorised to recycle a maximum of 74 999 LDT per year.
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## PART B

## Ship recycling facilities located in a third country

Name of the facility	Method of recycling	Type and size of ships that can be recycled	Limitations and conditions under which the ship recycling facility operates, including as regards hazardous waste management	Details on the explicit or tacit procedure for the approval of the ship recycling plan by the competent authority <sup>(1)</sup>	Maximum annual ship recycling output, calculated as the sum of the weight of ships expressed in LDT that have been recycled in a given year in that facility <sup>(2)</sup>	Date of expiry of inclusion in the European List <sup>(3)</sup>
TURKEY						
Isiksan Gemi Sokum Pazarlama Ve Tic. Ltd Sti. Gemi Söküm Tesisleri Parcel 22 Aliğa İzmir 35800 Turkey Phone: +90 232 618 21 65 Email: info@isiksangemi.com	Landing method	Ships as defined in point (1) of Article 3(1) of Regulation (EU) No 1257/2013 Maximum ship dimensions: Length: no limit Width: 75 meters Draught: 17 meters	The site has a Ship Dismantling Permit, issued by the Ministry of Environment and Urban Planning, and a Ship Dismantling Authorisation Certificate, issued by the Ministry of Transport, Maritime Affairs and Communication, which contain limitations and conditions under which the facility operates.  Hazardous wastes are handled by SRAT (Ship Recycling Association of Turkey) which operates under the necessary licence issued by the Ministry of Environment and Urban Planning.	Tacit approval  The ship recycling plan (SRP) is part of a set of documents, surveys and permits/licences that are submitted to the competent authorities in order to obtain permission to dismantle a ship. The SRP is neither explicitly approved nor rejected as a standalone document.	91 851 <sup>(4)</sup>	7 July 2024
LEYAL GEMİ SÖKÜM SANAYİ ve TİCARET LTD. Gemi Söküm Tesisleri, Parcel 3-4 Aliğa, Izmir 35800, Turkey Phone: +90 232 618 2030 Email: info@leyal.com.tr	Landing method	Ships as defined in point (1) of Article 3(1) of Regulation (EU) No 1257/2013 Maximum ship dimensions: Length: no limit Width: 100 meters Draught: 15 meters	The site has a Ship Dismantling Permit, issued by the Ministry of Environment and Urban Planning, and a Ship Dismantling Authorisation Certificate, issued by the Ministry of Transport, Maritime Affairs and Communication, which contain limitations and conditions under which the facility operates.	Tacit approval  The ship recycling plan (SRP) is part of a set of documents, surveys and permits/licences that are submitted to the competent authorities in order to obtain permission to dismantle a ship.	55 495 <sup>(5)</sup>	9 December 2023

Name of the facility	Method of recycling	Type and size of ships that can be recycled	Limitations and conditions under which the ship recycling facility operates, including as regards hazardous waste management	Details on the explicit or tacit procedure for the approval of the ship recycling plan by the competent authority <sup>(1)</sup>	Maximum annual ship recycling output, calculated as the sum of the weight of ships expressed in LDT that have been recycled in a given year in that facility <sup>(2)</sup>	Date of expiry of inclusion in the European List <sup>(3)</sup>
			Hazardous wastes are handled by SRAT (Ship Recycling Association of Turkey) which operates under the necessary licence issued by the Ministry of Environment and Urban Planning.	The SRP is neither explicitly approved nor rejected as a standalone document.		
LEYAL-DEMTAŞ GEMİ SÖKÜM SANAYİ ve TİCARET A.Ş. Gemi Söküm Tesisleri, Parcel 25 Aliaga, Izmir 35800, Turkey Phone: +90 232 618 2065 Email: demtas@leyal.com.tr	Landing method	Ships as defined in point (1) of Article 3(1) of Regulation (EU) No 1257/2013 Maximum ship dimensions: Length: no limit Width: 63 meters Draught: 15 meters	The site has a Ship Dismantling Permit, issued by the Ministry of Environment and Urban Planning, and a Ship Dismantling Authorisation Certificate, issued by the Ministry of Transport, Maritime Affairs and Communication, which contain limitations and conditions under which the facility operates.  Hazardous wastes are handled by SRAT (Ship Recycling Association of Turkey) which operates under the necessary licence issued by the Ministry of Environment and Urban Planning.	Tacit approval  The ship recycling plan (SRP) is part of a set of documents, surveys and permits/licences that are submitted to the competent authorities in order to obtain permission to dismantle a ship.  The SRP is neither explicitly approved nor rejected as a standalone document.	50 350 <sup>(6)</sup>	9 December 2023

## UNITED STATES OF AMERICA

International Shipbreaking Limited L.L.C 18601 R.L Ostos Road Brownsville TX, 78521 United States Phone: 956-831-2299 Email: chris.green@internationalshipbreaking.com robert.berry@internationalshipbreaking.com	Alongside (wet berth), slope	Ships as defined in point (1) of Article 3(1) of Regulation (EU) No 1257/2013 Maximum ship dimensions: Length: 335 meters Width: 48 meters Draught: 9 meters	The conditions under which the facility is authorised to operate are defined in permits, certificates and authorisations issued to the facility by the Environmental Protection Agency, the Texas Commission of Environmental Quality, the Texas General Land Office and the U.S Coast Guard.	There is currently no procedure in US law related to the approval of ship recycling plans	120 000 <sup>(7)</sup>	9 December 2023
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Name of the facility	Method of recycling	Type and size of ships that can be recycled	Limitations and conditions under which the ship recycling facility operates, including as regards hazardous waste management	Details on the explicit or tacit procedure for the approval of the ship recycling plan by the competent authority <sup>(1)</sup>	Maximum annual ship recycling output, calculated as the sum of the weight of ships expressed in LDT that have been recycled in a given year in that facility <sup>(2)</sup>	Date of expiry of inclusion in the European List <sup>(3)</sup>
			<p>The U.S. Toxic Substances Control Act prohibits the import into the US of foreign flagged vessels that contain PCB concentrations greater than 50 parts per million.</p> <p>The facility has two slips with ramps for final vessel recycling (East Slip and West Slip). Ships flying a flag of EU Member States shall be recycled exclusively on the East Slip ramp.</p>			

<sup>(1)</sup> As referred to in Article 7(3) of Regulation (EU) No 1257/2013 on ship recycling.

<sup>(2)</sup> As referred to in the third sentence of Article 32(1)(a) of Regulation (EU) No 1257/2013.

<sup>(3)</sup> The inclusion of a ship recycling facility located in a third country in the European List is valid for a period of five years from the date of entry into force of the relevant Commission Implementing Decision which provides for the inclusion of that facility, unless otherwise stated.

<sup>(4)</sup> The theoretical maximum annual ship recycling capacity of the facility is 120 000 LDT per year.

<sup>(5)</sup> The theoretical maximum annual ship recycling capacity of the facility is 80 000 LDT per year.

<sup>(6)</sup> The theoretical maximum annual ship recycling capacity of the facility is 60 000 LDT per year.

<sup>(7)</sup> The theoretical maximum annual ship recycling capacity of the facility is 120 000 LDT per year.'









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