

EUROPEAN COMMISSION

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2010/0258 (COD)

Proposal for a

REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

on statistical returns in respect of the carriage of goods by road

(Recast)

EXPLANATORY MEMORANDUM

1. On 1 April 1987 the Commission decided[1] to instruct its staff that all acts should be codified after no more than ten amendments, stressing that this is a minimum requirement and that departments should endeavour to codify at even shorter intervals the texts for which they are responsible, to ensure that their provisions are clear and readily understandable.

2. The codification of Council Regulation (EC) No 1172/98 of 25 May 1998 on statistical returns in respect of the carriage of goods by road[2] was initiated by the Commission. The new Regulation was to have superseded the various acts incorporated in it[3]; their content was to have been fully preserved and hence it would have done no more than brought them together with only such formal amendments as would have been required by the codification exercise itself.

3. In the meantime, the Lisbon Treaty came into force. Under Article 290 of the Treaty on the Functioning of the European Union, the legislator may delegate to the Commission the power to adopt non-legislative acts of general application to supplement or amend certain non-essential elements of a legislative act.

4. Such a delegation of power may be suitable for certain provisions of Regulation (EC) No 1172/98. It is therefore appropriate to transform the codification of Regulation (EC) No 1172/98 into a recast in order to incorporate the necessary amendments.

5. The recast proposal was drawn up on the basis of a preliminary consolidation, in all official languages, of Regulation (EC) No 1172/98 and the instruments amending it, carried out by the Publications Office of the European Union, by means of a data-processing system. Where the Articles have been given new numbers, the correlation between the old and the new numbers is shown in a table set out in Annex IX to the recasted Regulation.

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1 COM(87) 868 PV.

2 Carried out pursuant to the Communication from the Commission to the European Parliament and the Council – Codification of the Acquis communautaire, COM(2001) 645 final.

3 See Annex VIII to this proposal.

↓ 1172/98 (adapted)

2010/0258 (COD)

Proposal for a

REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

on statistical returns in respect of the carriage of goods by road

(Recast)

(Text with EEA relevance)

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Article ⌦ 338(1) ⌫ thereof,

Having regard to the proposal from the European Commission,

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

Having regard to the opinion of the European Economic and Social Committee[4],

Acting in accordance with the ordinary legislative procedure,

Whereas:

⇩ new

(1) Council Regulation (EC) No 1172/98 of 25 May 1998 on statistical returns in respect of the carriage of goods by road[5] has been substantially amended several times[6]. Since further amendments are to be made, the said Regulation should be recast in the interests of clarity.

↓ 1172/98 Recital 1 (adapted)

(2) In order to carry out the tasks entrusted to it in the context of the common transport policy, the Commission must have at its disposal comparable, reliable, synchronised, regular and comprehensive statistical data on the scale and development of the carriage of goods by road by means of vehicles registered in the ⌦ Union ⌫ , and on the degree of utilisation of vehicles carrying out this transport.

[4] OJ C […], […], p. […].

[5] OJ L 163, 6.6.1998, p. 1.

[6] See Annex VIII.

↓ 1172/98

(3) It is necessary to compile comprehensive regional statistics with regard to both the carriage of goods and vehicle journeys.

(4) It is therefore appropriate to ensure the description of the regional origin and destination of -transport within the Union on the same bases as national transport, and to provide a link between the carriage of goods and vehicle journeys by measuring the degree of utilisation of vehicles carrying out this transport.

(5) In accordance with the principle of subsidiarity, the creation of common statistical standards allowing the production of harmonised information can be tackled efficiently only at Union level, while data will be collected in each Member State under the authority of the bodies and institutions in charge of compiling official statistics.

(6) Regulation (EC) No 223/2009 of the European Parliament and of the Council of 11 March 2009 on European statistics and repealing Regulation (EC, Euratom) No 1101/2008 of the European Parliament and of the Council on the transmission of data subject to statistical confidentiality to the Statistical Office of the European Communities, Council Regulation (EC) No 322/97 on Community Statistics, and Council Decision 89/382/EEC, Euratom establishing a Committee on the Statistical Programmes of the European Communities[7] provides a reference framework for the provisions laid down by this Regulation, in particular those concerning access to the sources of administrative data, the cost-effectiveness of available resources and statistical confidentiality.

(7) Communication of individual data, once rendered anonymous, is necessary in order to estimate the overall accuracy of the results.

(8) It is important to ensure that statistical information is adequately disseminated.

↓ 399/2009 Recital 1 (adapted)

(9) ⌦ The measures necessary for the implementation of this Regulation should ⌫ be adopted in accordance with Council Decision 1999/468/EC of 28 June 1999 laying down the procedures for the exercise of implementing powers conferred on the Commission[8].

↓ 399/2009 Recital 4 (adapted)
⇨ new

(10) Power should be conferred on the Commission to ⇨ adopt delegated acts in accordance with Article 290 of the Treaty as regards the adoption of ⇦ the data collection characteristics and the contents of the Annexes and to lay down the minimum precision requirements for the statistical returns transmitted by the Member

7 OJ L 87, 31.3.2009, p. 164.
8 OJ L 184, 17.7.1999, p. 23.

States and the implementing procedures for ⌦ this ⌫ Regulation, including measures for adapting it to economic and technical progress of~~.~~ ~~Since those measures are of general scope and are designed to amend non-essential elements of Regulation, they must be adopted in accordance with the regulatory procedure with scrutiny provided for in Article 5a of Decision 1999/468/EC~~,

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↓ 1172/98 (adapted)

HAVE ADOPTED THIS REGULATION:

Article 1

Subject-matter and scope

1. Each Member State shall compile statistics ⌦ for the Union ⌫ on the carriage of goods by road by means of goods road transport vehicles which are registered in that Member State, and on the journeys made by such vehicles.

↓ 1172/98

2. This Regulation shall not apply to the carriage of goods by road by means of:

(a) goods road transport vehicles whose authorised weight or dimensions exceed the limits normally permitted in the Member States concerned;

(b) agricultural vehicles, military vehicles and vehicles belonging to central or local public administrations, with the exception of goods road transport vehicles belonging to public undertakings, and in particular railway undertakings.

Each Member State may exclude from the scope of this Regulation goods road transport vehicles whose load capacity or maximum permissible laden weight is lower than a certain limit. This limit may not exceed a load capacity of 3,5 tonnes or maximum permissible weight of 6 tonnes in the case of single motor vehicles.

Article 2

Definitions

For the purposes of this Regulation, the following definitions shall apply:

(a) ‘carriage of goods by road’: all transport of goods by means of a goods road transport vehicle;

(b) ‘road transport vehicle’: a road vehicle fitted with an engine whence it derives its sole means of propulsion, which is normally used for carrying persons or goods by road, or for drawing, on the road, vehicles used for the carriage of persons or goods;

(c) ‘road vehicle for the transport of goods’: a road vehicle designed exclusively or primarily to carry goods (lorry, trailer, semi-trailer);

(d) ‘goods road transport vehicle’: any single road transport vehicle (lorry), or combination of road vehicles, namely road train (lorry with trailer) or articulated vehicle (road tractor with semi-trailer), designed to carry goods;

(e) ‘lorry’: a rigid road vehicle designed exclusively or primarily to carry goods;

(f) ‘road tractor’: a road transport vehicle designed exclusively or primarily to haul other road vehicles which are not power-driven (mainly semi-trailers);

(g) ‘trailer’: a road vehicle for transporting goods designed to be hauled by a road transport vehicle;

(h) ‘semi-trailer’: a road vehicle for transporting goods with no front axle so designed that part of the vehicle and a substantial part of its loaded weight rest on the road tractor;

(i) ‘articulated vehicle’: a road tractor coupled to a semi-trailer;

(j) ‘road train’: a goods road transport vehicle coupled to a trailer.

This category also includes an articulated vehicle with a further trailer attached;

(k) ‘registered’: the state of having been entered in a register of road transport vehicles, kept by an official body in a Member State, whether or not the registration is accompanied by the issue of a registration plate.

In the case of carriage by means of a combination of road transport vehicles, namely road train (lorry with trailer) or articulated vehicle (road tractor with semi-trailer), in which the goods road vehicle (lorry or road tractor) and the trailer or semi-trailer are registered in different countries, the complete vehicle shall be deemed to be registered in the country where the goods road vehicle is registered;

(l) ‘load capacity’: maximum weight of goods declared permissible by the competent authority of the country of registration of the vehicle.

When the goods road transport vehicle is a train made up of a lorry with trailer, the load capacity of the train is the sum of the load capacities of the lorry and the trailer;

(m) ‘maximum permissible weight’: total weight of the vehicle (or vehicle combination) when stationary and ready for the road and of the weight of the load declared permissible by the competent authority of the country of registration of the vehicle;

↓ 1172/98 (adapted)

(n) ‘Eurostat’: the Commission department responsible for carrying out the tasks incumbent on that institution in the field of the production of ⌦ Union ⌫ statistics.

↓ 1172/98

Article 3

Data collection

1. Member States shall compile statistical data relating to the following areas:

↓ 1172/98 (adapted)

(a) vehicle;

(b) journey;

(c) goods.

2. The statistical variables in each area, their definition and the levels within the classification used for their breakdown are set out in Annexes ⌦ I to VII ⌫.

↓ 1172/98

3. When determining the method to be used for compiling statistical data, Member States shall refrain from carrying out any formalities at frontiers between Member States.

↓ 399/2009 Art. 1(1)
⇨ new

4. ⇨ The Commission shall adopt delegated acts in accordance with Article 8 in order to lay down ⇦ the data collection characteristics and the contents of Annexes I to VII. ~~The measure non-essential elements of this Regulation, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 8(3).~~

↓ 399/2009 Art. 1(2)
⇨ new

Article 4

Precision of results

The methods for the collection and processing of data must be designed to ensure that the statistical results transmitted by the Member States meet minimum standards of precision, taking account of the structural characteristics of road transport in the Member States. ⇨ The Commission shall adopt delegated acts in accordance with Article 8 in order to lay down ⇦ the precision requirements. ~~The measures, amend non-essential elements of this Regulation, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 8(3).~~

↓ 1172/98

Article 5

Transmission of results to Eurostat

1. Member States shall transmit to Eurostat every quarter duly verified individual data corresponding to the variables referred to in Article 3 and listed in Annex I, without indicating the name, address or registration number.

Such transmission shall, where appropriate, include data relating to previous quarters for which the data transmitted were provisional.

↓ 399/2009 Art. 1(3)

2. The arrangements for transmitting the data referred to in paragraph 1, including, where appropriate, the statistical tables based on those data, shall be laid down in accordance with the procedure referred to in Article 11 (2).

↓ 1172/98

3. The transmission shall take place within five months of the end of each quarterly period of observation.

The first transmission shall cover the first quarter of 1999.

↓ 399/2009 Art. 1(4)

Article 6

Dissemination of results

The provisions on the dissemination of statistical results in respect of the carriage of goods by road, including the structure and content of the results to be disseminated, shall be laid down in accordance with the management procedure referred to in Article 11 (2).

↓ 1172/98

Article 7

Reports

1. Member States shall forward to Eurostat, on or before the date on which the first quarterly information is forwarded, a report on the methods used in compiling data.

Member States shall also forward to Eurostat details of any substantial changes in the methods used to collect the data.

2. Member States shall provide Eurostat with information each year on sample sizes, non-response rates and, in the form of standard error or confidence intervals, the reliability of the main results.

⇩ new

Article 8

Exercise of delegation

1. The power to adopt the delegated acts referred to in this Regulation shall be conferred on the Commission for an indefinite period.

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

3. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in Articles 9 and 10.

Article 9

Revocation of the delegation

1. The delegation of power referred to in Article 8 may be revoked by the European Parliament or by the Council.

2. The institution which has commenced an internal procedure for deciding whether to revoke the delegation of power shall endeavour to inform the other institution and the Commission, at the latest one month before a final decision is taken, indicating the delegated powers which could be subject to a revocation and the possible reasons for a revocation.

3. The decision of revocation shall put an end to the delegation of powers specified in that decision. It shall take effect immediately or at a later date specified therein. It shall not affect the validity of the delegated acts already in force. It shall be published in the *Official Journal of the European Union*.

Article 10

Objection to the delegated acts

1. The European Parliament and the Council may object to a delegated act within a period of two months from the date of notification. At the initiative of the European Parliament or the Council, that period shall be extended by one month.

2. If, on the expiry of that period, neither the European Parliament nor the Council has objected to the delegated act, or if, before that date, the European Parliament and the Council have both informed the Commission of their intention not to raise objections, the delegated act shall enter into force on the date specified therein.

3. If the European Parliament or the Council objects to the delegated act, it shall not enter into force. The institution which objects shall state the reasons for objecting to the delegated act.

↓ 399/2009 Art. 1(6) (adapted)

Article 11

⌦ Committee Procedure ⌫

1. The Commission shall be assisted by the Statistical Programme Committee set up by Article 7 of Regulation (EC) No 223/2009.

2. Where reference is made to this paragraph, Articles 4 and 7 of Decision 1999/468/EC shall apply, having regard to the provisions of Article 8 thereof.

The period laid down in Article 4(3) of Decision 1999/468/EC shall be set at three months.

~~3. Where reference is made to this paragraph, Article 5a(1) to (4) and (5)(a) and Article 7 of Decision No 1999/468/EC shall apply, having regard to the provisions of Article 8 thereof.~~

↓

Article 12

Repeal

Regulation (EC) No 1172/98 is repealed.

References to the repealed Regulation shall be construed as references to this Regulation and shall be read in accordance with the correlation table in Annex IX.

↓ 1172/98

Article 13

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 […]

For the European Parliament	*For the Council*
The President	*The President*

↓ 1172/98 (adapted)

ANNEXES

Annex I	LIST OF VARIABLES
Annex II	CLASSIFICATION OF AXLE CONFIGURATIONS
Annex III	CLASSIFICATION OF TYPES OF JOURNEY
Annex IV	CLASSIFICATION OF GOODS
Annex V	CLASSIFICATION OF CATEGORIES OF DANGEROUS GOODS
Annex VI	CLASSIFICATION OF CARGO TYPES
Annex VII	CODING OF PLACES OF LOADING AND UNLOADING ⌦ BY COUNTRY AND REGION ⌫
⌦ Annex VIII ⌫	⌦ REPEALED REGULATION WITH LIST OF ITS SUCCESSIVE AMENDMENTS ⌫
⌦ Annex IX ⌫	⌦ CORRELATION TABLE ⌫

↓ 1172/98

ANNEX I

LIST OF VARIABLES

The information to be provided for each vehicle breaks down into:

A1. vehicle-related data;

A2. journey-related data;

A3. goods-related data (in the basic transport operation).

↓ 1172/98 (adapted)
→1 1893/2006 Art. 13

A1 VEHICLE-RELATED VARIABLES

Pursuant to the definition given in Article 2, a goods road transport vehicle shall be any single road transport vehicle (lorry) or combination of road vehicles, namely road train (lorry with trailer) or articulated vehicle (road tractor with semi-trailer) designed to carry goods.

The vehicle-related data to be provided are the following:

1. possibility of using vehicles for combined transport (optional);

2. axle configuration according to Annex II (optional);

3. age of the road transport vehicle (lorry or road tractor) in years (from its first registration);

4. maximum permissible weight, in 100 kg;

5. load capacity, in 100 kg;

6. vehicle operator's →1 NACE Rev. 2 ← category of activity (four-figure level) (optional)[9];

7. type of transport (hire or reward/own account);

8. ⌦ total ⌫ kilometres covered during the survey period;

8.1. loaded;

8.2. empty (including road tractor journeys without semi-trailer) (optional);

[9] Statistical classification of economic activities in the European ⌦ Union ⌫.

9. vehicle weighting, to be used to obtain full results from individual data if the data are collected on the basis of random sampling.

↓ 1172/98 (adapted)

Successive configurations

When the road transport vehicle chosen for the survey is a lorry used alone, ⌦ namely ⌫ without ⌦ a ⌫ trailer, throughout the survey period, it constitutes in itself the road vehicle for transporting goods.

↓ 1172/98

However, when the road transport vehicle chosen for the survey is a road tractor – in which case it will have a semi-trailer coupled – or when it is a lorry to which a trailer is coupled, the data required under the Regulation concern the road vehicle for the transport of goods taken as a whole. In this case, there may be a change of configuration during the survey period (with a lorry acquiring a trailer or changing trailer during the period, or a road tractor changing its semi-trailer). In such a case, these successive configurations must be recorded, and the data on the vehicle must be supplied for each journey. However, if it is not possible to record these successive configurations, it is agreed that, for the vehicle-related variables, those corresponding to the configuration at the beginning of the first laden journey made during the survey period or to the configuration used most during that period will be recorded.

Change in type of transport

In the same way, depending on the journey, the transport may be effected on own account or for hire or reward, and the type of transport must be recorded for each journey. However, if it is not possible to record these changes, it is agreed that the 'type of transport' recorded will be that corresponding to the main mode of utilisation.

A2 JOURNEY-RELATED VARIABLES

During the survey period, the goods road transport vehicle makes journeys, either unloaded (there are no goods or empty packaging in the lorry, the trailer or the semi-trailer, which are therefore 'completely empty') or loaded (there are either goods or empty packaging in the lorry, the trailer or the semi-trailer, empty packaging being a particular type of goods). The loaded distance of the goods road transport vehicle is the distance between the first place of loading and the last place of unloading (where the goods road transport vehicle is completely emptied). A laden journey can therefore cover several basic transport operations.

The data to be provided for each journey are as follows:

1. type of journey in accordance with the nomenclature in Annex III;

2. weight of goods carried during the journey or during each stage of the journey, gross weight in 100 kg;

3. place of loading (of the goods road transport vehicle, for a laden journey);

   – *definition*: the place of loading is the first place in which goods are loaded on the goods road transport vehicle, which was previously completely empty (or where the road tractor is coupled up to a laden semi-trailer). For an unladen journey, it is the place of unloading of the preceding laden journey (notion of 'place where unladen journey begins'),

   – *coding*: the place of loading is coded in accordance with the provisions of Annex VII;

4. place of unloading (of the goods road transport vehicle, for a laden journey):

   – *definition*: the place of unloading is the last place in which goods are unloaded from the goods road transport vehicle, which is subsequently completely empty (or where the road tractor is uncoupled from a semi-trailer). For an unladen journey, it is the place of loading of the subsequent laden journey (notion of 'place where unladen journey ends'),

   – *coding*: the place of unloading is coded in accordance with the provisions of Annex VII;

5. distance travelled: actual distance excluding the distance covered by the goods road transport vehicle while being transported by another means of transport;

6. tonnes/kilometre effected during the journey;

↓ 2691/1999 Art. 1 pt. 1

7. countries crossed in transit (not more than 5), coded according to Annex VII;

↓ 1172/98 (adapted)

8. place of loading, if any, of the road transport vehicle on another means of transport in accordance with the provisions of Annex VII (optional);

9. place of unloading, if any, of the road transport vehicle from another means of transport in accordance with the provisions of Annex VII (optional);

10. situation 'fully loaded' (procedure 2) or 'not fully loaded' (procedure 1) of the goods road transport vehicle during the journey in question, in terms of maximum volume of space used during the journey (procedure 0 = by convention for unladen journeys) (optional).

A3 GOODS-RELATED VARIABLES (IN THE BASIC TRANSPORT OPERATION)

During a laden journey, several basic transport operations can be carried out, a basic transport operation being defined as the transport of one type of goods (defined by reference to a particular ⌦ classification ⌫ level) between its place of loading and its place of unloading.

The data to be provided relating to a basic transport operation during a laden journey are as follows:

1. type of goods, according to the groups referring to an appropriate classification (see Annex IV);

2. weight of goods: gross weight in 100 kg;

3. if need be, the classification of the goods as dangerous according to the main categories of Directive 2008/68/EC of the European Parliament and of the Council[10] given in Annex V;

4. type of freight as given in Annex VI (optional);

5. place of loading of the goods, coded in accordance with the provisions of Annex VII;

6. place of unloading of the goods, coded in accordance with the provisions of Annex VII;

7. distance travelled, actual distance excluding the distance covered with the goods road transport vehicle while being transported by another means of transport.

Transport operations carried out during a 'collection or distribution round' type of journey (journey-type 3)

For this type of journey, with several loading and/or unloading points, it is practically impossible to ask the transport operators to describe the basic transport operations.

For these journeys, when identified as such, a single, notional, basic transport operation is generally generated on the basis of the information on the journey.

Each Member State ⌦ shall ⌫ inform the Commission of its definition of this type of journey and explain the simplifying assumptions it is obliged to apply when collecting data on the corresponding transport operations.

[10] OJ L 260, 30.9.2008, p. 13.

↓ 1172/98

Methodological appendix

Laden journeys and basic transport operations

Depending on the Member State concerned, information on transport is collected on the basis of:

– either a description of each basic goods transport operation (with additional details on unladen journeys),

– or a description of the journeys made by the vehicle in carrying out these basic goods transport operations.

In the great majority of cases, when a laden journey is made this represents one basic transport operation only with:

↓ 1172/98 (adapted)

– a single type of goods loaded (by reference to the classification of goods in use, in this case the ⌦ 20 ⌫ groups derived from the NST classification)[11],

↓ 1172/98

– a single point of loading for the goods,

– a single point of unloading for the goods.

In this case the two methods used are completely equivalent, and the information collected by either method describes both:

– the transportation of the goods (all the basic goods transport operations),

– the journeys made by the vehicles carrying out these operations, with details of vehicle capacities and utilisation of these capacities (laden journey with utilisation coefficient; unladen journey).

Under this Regulation, the transportation of goods and the journeys made by the vehicles must both be described, but it is undesirable to impose on the transport operators an excessive increase in the burden of statistics by asking them to describe in detail the transportation of goods and the vehicle journeys.

Accordingly, the NSOs in the Member States, when coding the questionnaires, must reconstitute the data which are not explicitly required from the transport operators from the data which they collect on the basis of either the ‘basic transport operation’, or the ‘vehicle journey’.

[11] NST: Uniform nomenclature of goods for transport statistics.

The problem will arise when several basic transport operations are carried out in the course of one laden journey, which may be because:

– there are several points of loading and/or unloading of the goods (but limited in number, otherwise these would be pick-up or distribution rounds, which require special treatment).

  In this case, these various loading and/or unloading points are recorded, in order to calculate directly the tonnes/kilometre effected during the journey, and the statistical office can reconstitute the basic transport operations,

– and/or the fact that there are several different types of goods transported during the laden journey, a fact which in general is not recorded in the statistics, since only the type of goods (single or main) is requested.

  In this case the loss of information is accepted and Member States carrying out this type of simplification will make explicit mention of it to the Commission.

↓ 1172/98

ANNEX II

CLASSIFICATION OF AXLE CONFIGURATIONS

↓ 1172/98 (adapted)

Where a combination of vehicles is used, the axle configuration counts the total number of axles, ⌦ namely ⌫ the axles of the lorry or the road tractor, plus those of the trailer or semi-trailer.

The axle categories considered are as follows:

		Coding
1.	Number of axles of single vehicles (lorries):	
	2	120
	3	130
	4	140
	other	199
2.	Number of axles for combinations of vehicles: lorry and trailer:	
	2+1	221
	2+2	222
	2+3	223
	3+2	232
	3+3	233
	other	299
3.	Number of axles for combinations of vehicles: road tractor and semi-trailer:	
	2+1	321
	2+2	322
	2+3	323
	3+2	332
	3+3	333
	other	399
4.	Road tractor alone	499

ANNEX III

CLASSIFICATION OF TYPES OF JOURNEY

1. Laden journey involving one single basic transport operation.

2. Laden journey involving several transport operations, but not considered as a collection or distribution round.

3. Laden journey of the collection or distribution round type.

4. Unladen journeys.

↓ 1304/2007 Art. 2

ANNEX IV

CLASSIFICATION OF GOODS

NST 2007

Division	Description
01	Products of agriculture, hunting, and forestry; fish and other fishing products
02	Coal and lignite; crude petroleum and natural gas
03	Metal ores and other mining and quarrying products; peat; uranium and thorium
04	Food products, beverages and tobacco
05	Textiles and textile products; leather and leather products
06	Wood and products of wood and cork (except furniture); articles of straw and plaiting materials; pulp, paper and paper products; printed matter and recorded media
07	Coke and refined petroleum products
08	Chemicals, chemical products, and man-made fibres; rubber and plastic products; nuclear fuel
09	Other non-metallic mineral products
10	Basic metals; fabricated metal products, except machinery and equipment
11	Machinery and equipment n.e.c.; office machinery and computers; electrical machinery and apparatus n.e.c.; radio, television and communication equipment and apparatus; medical, precision and optical instruments; watches and clocks
12	Transport equipment
13	Furniture; other manufactured goods n.e.c.
14	Secondary raw materials; municipal wastes and other wastes
15	Mail, parcels
16	Equipment and material utilised in the transport of goods

Division	Description
17	Goods moved in the course of household and office removals; baggage transported separately from passengers; motor vehicles being moved for repair; other non-market goods n.e.c.
18	Grouped goods: a mixture of types of goods which are transported together
19	Unidentifiable goods: goods which for any reason cannot be identified and therefore cannot be assigned to groups 1–16.
20	Other goods n.e.c.

↓ 1172/98

ANNEX V

CLASSIFICATION OF CATEGORIES OF DANGEROUS GOODS

1	Explosives
2	Gases, compressed, liquefied or dissolved under pressure
3	Flammable liquids
4.1	Flammable solids
4.2	Substances liable to spontaneous combustion
4.3	Substances which, in contact with water, emit flammable gases
5.1	Oxidising substances
5.2	Organic peroxides
6.1	Toxic substances
6.2	Substances liable to cause infections
7	Radioactive material
8	Corrosives
9	Miscellaneous dangerous substances

ANNEX VI

CLASSIFICATION OF CARGO TYPES*

0	Liquid bulk goods (no cargo unit)
1	Solid bulk goods (no cargo unit)
2	Large freight containers
3	Other freight containers
4	Palletised goods
5	Pre-slung goods
6	Mobile, self-propelled units
7	Other mobile units
8	(Reserved)
9	Other cargo types

* United Nations, Economic Commission for Europe – Codes for types of cargo, packages and packaging materials, Recommendation 21 adopted by the Working Party on Facilitation of International Trade Procedures, Geneva, March 1986.

↓ 2691/1999 Art. 1 pt. 2 and Annex (adapted)

ANNEX VII

CODING OF PLACES OF LOADING AND UNLOADING BY COUNTRY AND REGION

1. The places of loading and unloading will be coded as follows:

   (a) regional breakdown to Level 3 of the Nomenclature of Territorial Units for Statistics (NUTS), for the Member States;

   (b) lists of administrative regions supplied by the third country concerned, for States which are not ⌦ Members ⌫ but which are contracting parties to the Agreement on the European Economic Area (EEA), namely Iceland, Liechtenstein and Norway;

   (c) for other third countries, the 2-alpha ISO-3166 codes should be used. The most frequently-used codes are given in the table ⌦ in point 2(b) of this Annex ⌫.

2. For the coding of countries crossed in transit (section 7 of Annex I, part A2), the following country codes are to be used:

   (a) the 2-alpha part of the NUTS codes, as given in the table below, for the Member States:

   (b) for all other countries, the 2-alpha ISO-3166 codes should be used. The most frequently-used codes are given in the table below.

Table of country codes

(a) Member States (corresponding to NUTS 2-alpha country codes)

Note: countries in official ⌦ European Union ⌫ order.

↓ 1791/2006 Annex, pt. 8.5(a) (adapted)

Country name	Code
Belgium	BE
Bulgaria	BG
Czech Republic	CZ
Denmark	DK
Germany	DE
Estonia	EE
⌦ Ireland ⌫	⌦ IE ⌫
Greece	GR
Spain	ES
France	FR
Italy	IT
Cyprus	CY
Latvia	LV
Lithuania	LT
Luxembourg	LU
Hungary	HU
Malta	MT
Netherlands	NL
Austria	AT
Poland	PL

Portugal	PT
Romania	RO
Slovenia	SI
Slovakia	SK
Finland	FI
Sweden	SE
United Kingdom	UK

↓ 2691/1999 Art. 1 pt. 2 and Annex (adapted)

(b) Other countries (ISO-3166 2-alpha codes)

Note: countries ordered by code.

Country name	Code
Albania	AL
Bosnia-Herzegovina	BA
Belarus	BY
Switzerland	CH
Croatia	HR
Iceland	IS
Liechtenstein	LI
⌦ Republic of ⌫ Moldova	MD
⌦ Montenegro ⌫	⌦ ME ⌫
Former Yugoslav Republic of Macedonia	MK ⌦ [12] ⌫
Norway	NO
Russian Federation	RU

[12] Provisional code, which does not prejudge in any way the definitive nomenclature for this country, which will be agreed following the conclusion of negotiations currently taking place on this subject at the United Nations.

⌦ Serbia ⌫	⌦ RS ⌫
Turkey	TR
Ukraine	UA

↑

ANNEX VIII

Part A

Repealed Regulation with list of its successive amendments

Council Regulation (EC) No 1172/98 (OJ L 163, 6.6.1998, p. 1)	
Commission Regulation (EC) No 2691/1999 (OJ L 326, 18.12.1999, p. 39)	
Point 10.15 of Annex II to the 2003 Act of Accession (OJ L 236, 23.9.2003, p. 561)	
Regulation (EC) No 1882/2003 of the European Parliament and of the Council (OJ L 284, 31.10.2003, p. 1)	Only Annex II, point 27
Council Regulation (EC) No 1791/2006 (OJ L 363, 20.12.2006, p. 1)	Only point 8.5 of the Annex
Regulation (EC) No 1893/2006 of the European Parliament and of the Council (OJ L 393, 30.12.2006, p. 1)	Only Article 13
Commission Regulation (EC) No 1304/2007 (OJ L 290, 8.11.2007, p. 14)	Only Article 2
Regulation (EC) No 223/2009 of the European Parliament and of the Council (OJ L 126, 21.5.2009, p. 9)	

ANNEX IX

CORRELATION TABLE

Regulation (EC) No 1172/98	This Regulation
Article 1	Article 1
Article 2, first to fourteenth indents	Article 2, points (a) to (n)
Article 3	Article 3
Article 4	Article 4
Article 5(1), (2) and (3)	Article 5(1), (2) and (3)
Article 5(4)	_____
Article 5(5)	_____
Article 6	Article 6
Article 7(1) and (2)	Article 7(1) and (2)
Article 7(3)	_____
Article 8	_____
_____	Article 8
_____	Article 9
_____	Article 10
Article 10(1) and (2)	Article 11(1) and (2)
Article 10(3)	_____
Article 11	_____
_____	Article 12
Article 12	Article 13
Annexes A to G	Annexes I to VII
_____	Annex VIII
_____	Annex IX