

THE EUROPEAN COMMISSION
EU PAPER - NON-TARIFF ISSUES IN TTIP

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Note: the purpose of this paper is to simply help the review of issues already discussed and point the way to solutions. It is not meant to be exhaustive at this point.

Wine

Direct shipping

- In U.S. States where direct shipping is allowed, neither importers of EU wine, nor EU wineries, are allowed to directly ship their wine to the final consumers, while this possibility is offered to U.S. wine producers.
- In States where direct shipping is allowed for U.S. wine producers, the same opportunity should be given to importers of EU wine and to EU wine producers.
- The U.S. side is invited to indicate how the current discrimination could be removed.

Duty drawback scheme

- Detailed information would be appreciated regarding the volume of wine involved and the value of the duty foregone with regard to the duty drawback scheme for wine.

Tax exemption for small producers (wine and beer)

- Detailed information would be appreciated regarding the volume of wine and beer involved and the value of the duty foregone with regard to the tax exemption schemes for domestic small producers.
- The U.S. side is invited to indicate how this scheme could be modified to apply equally to EU producers.

Bottle size requirements (Clavelin)

- U.S. regulations do not allow the marketing of "Vin Jaune" under the specific bottle of 0.62 lt called Clavelin. Such restriction should be addressed.
- The U.S. side is invited to advise how this should be done.

Dairy

Dairy Import Assessment

- Detailed information would be appreciated regarding amounts collected under the Dairy Import Assessment on EU imports and their specific allocation, as well as evidence that these amounts are not (or no longer) allocated to programs targeted to domestic products (such as *Real Seal*).

Table olives

Marketing order for table olives

- The requirement to inspect each shipment of imported commodities included in Section 8e of Marketing Agreement Act of 1937 is a matter of concern.
- This implies that 100% of shipments (lot, container) imported into the U.S. are inspected, with an important cost associated to inspection, storage, movement of containers, delays in ports. This requirement does not appear to be in line with international practices based on risk assessment and would seem to impose unjustified additional costs for imported products compared to domestic products.
- Inspections on imported goods should be carried out on the basis of a risk assessment and the application of a marketing order should not have a different impact depending on the origin of the product.
- The U.S. side is invited to indicate how this should be done.