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The Euro-shirt is bound to be a winner next summer!

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** FISHING: THE END OF THE LINE?

A crisis has been brewing in the fishing industry for many years. Sole and herring are getting more and more scarce and fish reserves have fallen below optimal reproduction levels.

In ANNEX 1 Euroforum outlines what the European Commission is proposing to do to protect fish ... and fishermen.

** ON THE ROAD FOR EUROPE

No less than 260 million Europeans are now enjoying the advantages of free movement of goods. They owe a lot to the drivers of Europe's 10 million commercial vehicles who are responsible for transporting more than 80 million tonnes of goods a year over 3 million kilometres of Community roads.

In ANNEX 2 Euroforum discusses a range of measures designed to protect the health of long-distance lorry drivers and ensure that they see more of their families.

** A EURO-SHIRT FOR 1977

The T-shirt began life as a humble undergarment. Nowadays it is worn to tell the world anything from the wearer's name to his political convictions.

Trends in T-shirts change. In 1977 Europe will be in fashion so next summer's T-shirts will obviously have a European motif.

To help things along the European Commission's information service organized a competition for motifs with a European theme. A panel of buyers from the department stores which are members of the EEC Group of the International Federation of Distributors picked two winners from the designs submitted: one shows a smiling apple with a bite out of it and the slogan "L'Europe, c'est bon"; the other shows a tree enclosed in a circle and the slogan "Europe is yours".

Both designs have been made freely available to all European T-shirt manufacturers and a large number of firms will be featuring them in their 1977 collections. Other firms will be devising their own European motifs.

So from March onwards the Community's boutiques and department stores will be offering a wide choice of European T-shirts. If you want to be in fashion, all you've got to do is pick one with a slogan that appeals to you.

But until then you must be patient. There is absolutely no point in asking the European Commission to send you a Euro-shirt!

** WOMEN AND EUROPE

Now that elections to the European Parliament are on the way, it is essential that women be better informed about the Community. Women must be persuaded to turn out in force on polling day and as many female candidates as possible must seek election. It is for this reason that the European Commission has created a new unit within its Directorate-General for Information and given it the twin tasks of stepping up publicity aimed at women - to make them more aware of Community affairs and encourage them as citizens to play their full part in European integration - and promoting an interchange of information between women's organizations throughout the Community - to help them coordinate their activities and ensure that their views are heard at Community level.

National seminars for women's organizations have already been held in Copenhagen, Paris, London, Luxembourg, Dublin, Brussels, The Hague and Berlin. Others will be organized over the next few weeks. These seminars bring the main women's organizations together to devise European information programmes which they will put into effect with help from the European Commission.

In 1977 the European Commission will be launching a multilingual liaison bulletin to help these organizations keep abreast of each other's activities and it is already doing its homework on a major European women's conference to be held early in 1978 - a few weeks before that all-important polling day.

** CONSUMERS' CONSULTATIVE COMMITTEE

Decisions taken by the Community's Council of Ministers under the common agricultural policy, and price decisions in particular, have failed to bring about the necessary changes in production structures with the result that unsaleable surpluses have built up, the cost to the Community spiralling year by year. This is the main charge levied by the Consumers' Consultative Committee in a strongly-worded opinion on the CAP addressed to the European Commission. It urges the European Commission to conduct a public review of farm policy and ensure that consumers' representatives are more closely involved than hitherto in the decision-making process.

At its recent meeting - the last to be attended by its present members - the Committee also produced an opinion on the Community's environment policy. It is strongly in favour of continued Community action and points out that consumers' and users' organizations are particularly well-placed to keep the general public well-informed of developments in this area. It feels that information, education and training have key roles to play in the defence of the environment.

Since its inception in 1973 the Consumers' Consultative Committee has met 15 times, set up no less than 20 working parties and delivered opinions on European Commission proposals in areas as varied as cosmetics, packaging, aerosols, door-to-door sales ...

** LABOUR COSTS IN INDUSTRY

A survey carried out by the Statistical Office of the European Communities reveals that wages and salaries in Germany remained relatively stable over the last three years. They were gradually overtaken first by wages and salaries in the Netherlands, then in Belgium, Luxembourg and Denmark. Over the same period France became more competitive, notably vis-à-vis the Benelux countries.

	<u>1969</u>	<u>1972</u>	<u>1973</u>	<u>1974</u>	<u>1975</u>
Belgium	2.18	3.16	3.70	4.50	5.50
Denmark	.	.	3.72	4.60	5.30
France	2.10	2.65	3.10	3.30	4.10
Germany	2.26	3.51	4.10	4.80	5.20
Italy	1.84	2.66	2.70	3.00	.
Luxembourg	2.34	3.29	3.70	4.60	5.20
Netherlands	2.30	3.47	4.00	5.00	5.70
United Kingdom	.	.	2.08	2.40	2.70

For comparison purposes hourly costs in the different countries were converted into a common unit of account (1 u.a. = approx. US \$1.1).

** ASSOCIATION OF EUROPEAN JOURNALISTS

In an address to the Association of European Journalists at its recent Congress in Nice, Mr Scarascia Mugnozza, Vice-President of the European Commission with special responsibility for information, said that Europe needed the backing of ordinary men and women: no progress would be made towards integration as long as indifference and ignorance were rife.

He told his audience that 59% of people questioned for a survey conducted by the European Commission in the nine Community countries thought that the press was too superficial in its handling of European affairs; but 41% felt that information on Europe was "too complicated and boring".

In Mr Scarascia Mugnozza's opinion a determined effort must be made by all concerned to break this vicious circle: the Community's institutions should move from words to action, make a start on governing Europe; the Community's press offices should supply journalists with simpler, more straightforward, humanized information; the press should study events more thoroughly and report on them in a more intelligible fashion to make them more immediate to readers; and lastly the general public should make an effort to read more than the banner headlines and the scandal page.

** WHERE TO SPEND YOUR MONEY ... (contd)

Following publication of "Where to spend your money - the cost of living in Europe" (see Euroforum No 33/76), we received a letter from Mr De Grave, who represents the Belgian Federation of Christian Trade Unions on the Community's Economic and Social Committee and its Consumers' Consultative Committee. He expresses surprise at our "joking" style and then draws our attention to a number of anomalies in prices charged in the nine Community capitals for products manufactured by multinational companies. Some examples of what he means are set out in the table below.

Community price comparisons

	<u>Super-8</u> <u>camera</u>	<u>Slide</u> <u>projector</u>	<u>Deter-</u> <u>gent</u>	<u>After-</u> <u>shave</u>	<u>Face</u> <u>cream</u>	<u>Electric</u> <u>razor</u>	<u>Milk</u> <u>powder</u>	<u>Marg-</u> <u>arine</u>	<u>Mar-</u> <u>malade</u>
Bonn	7 512	5 928	51	204	392	1 403	273	16.29	45.25
Paris	7 176	12 860	40	142	641	1 961	74	17.51	33.20
Rome	8 163	14 350	43	177	606	1 310	293	23.65	61.72
Amsterdam	5 013	10 440	59	-	550	1 160	-	13.04	61.35
Brussels	5 377	10 635	35	151	560	1 542	165	18.30	53.41
Luxembourg	6 144	10 049	45	152	503	1 328	164	19.73	39.00
London	-	12 756	29	74	200	1 053	-	13.12	21.46
Dublin	7 070	15 139	32	-	184	989	-	13.20	22.10
Copenhagen	6 230	9 771	-	-	-	-	323	17.78	-

The information is taken from price comparisons made by the European Commission in October 1975 and published in October 1976. Prices for a given model and make are quoted in Belgian francs at October 1975 parities (Bfrs 100 = DM 6.63, FF 11.32, Lit 1 741.58, Fl 6.82, £1.25 and Dkr 15.47).

Because competition policy has failed to eliminate price differences, Mr De Grave feels that it is high time that a European Price Commission was established. Trade unions have been campaigning for this for years and the idea is also mooted in the Maldague Report. Mr De Grave ends his letter by pointing out that although one of the aims of the preliminary programme was to secure consumers "better value for money" consumers are still waiting for the Community to take appropriate action.

**** CONSUMER PROTECTION AND INFORMATION: ANY PROGRESS?**

What progress has been made under the Community's consumer protection and information programme after eighteen months' work? Mr Scarascia Mugnozza, Vice-President of the European Commission with special responsibility for consumer affairs, recently took stock of the situation before the European Parliament.

In the area of consumers' health and safety, no less than ten directives had been adopted by the Community's Council of Ministers since May 1974. A number of others were still under discussion. The fields covered were well known: additives, colouring matters, honey, fruit juices, packaging, cosmetics, aerosols ...

Very important work had also been done on the protection of consumers' economic interests (prepackaging, bottles used as measuring containers, thermometers). Consumer credit, misleading advertising and door-to-door sales were next on the list.

As far as redress was concerned, a group of national experts would soon begin work on the findings of the Montpellier meeting to see if they point to any conclusions in the Community context (see Euroforum No 1/76).

Substantial progress had also been made regarding consumers' right to information and education - the draft directive on labelling already submitted to the Community's Council of Ministers and the text on draft directive on unit prices now being prepared were two examples. The European Commission would be organizing a meeting of consumers' associations in Brussels in December to discuss ways and means of improving consumer information.

**** FUNDAMENTAL RIGHTS IN EUROPE**

The fundamental rights guaranteed European citizens by national constitutions must not be infringed by Community law. This was recently reaffirmed in a resolution adopted at the end of a debate in the European Parliament. Parliament's view is identical to that of the European Commission: it feels that fundamental rights are already protected by the Court of Justice of the European Communities but that in the long-term a European catalogue of fundamental rights will be needed. It also supported the Commission's proposal that three of the European institutions - Parliament, Council and Commission - adopt a solemn declaration confirming their continuing concern to protect the fundamental rights of Europe's citizens.

**** LAUGHTER IN COURT**

The Court of Justice of the European Communities has solemnly pronounced judgment on "laughing devices". Two consignments of these devices, which are used in the manufacture of talking dolls, had been exported from Italy; on the first occasion they were declared as "parts and accessories of dolls", on the second as "other toys". The Court in Pavia was uneasy: which definition was right? It referred the matter to the Court of Justice which began by defining the term 'doll'. It seems that this can only be applied to "such articles as are representations of human beings, including those of a caricature type" (Punch and Judy for example). The Court then went on to state that "parts and accessories of dolls" include heads, bodies, limbs, dolls' eye mechanisms, wigs, shoes and hats, and so on. It decided that voice and other mechanisms were undoubtedly accessories and as such came under heading 97.02, not heading 97.03, of the Community's Common Customs Tariff.

**** BIRD PROTECTION**

A series of incidents along the Belgian-German border have shown how strained relations are between hunting and wildlife enthusiasts. The European Commission is well-aware that

bird protection is a complicated and emotionally-loaded issue and is taking the utmost care in drafting proposals in the matter. It has canvassed the views of independent experts, international hunting organizations, leading ornithologists and national and international bird protection societies.

The European Commission will be convening another meeting of national experts designated by the nine Community countries in the very near future to discuss the fruit of its labours.

Although the European Commission recognizes that Community legislation is urgently required, it cannot say when it will be in a position to put a proposal for a directive before the Community's Council of Ministers. It recently revealed however that its proposal would include a general protection scheme for wild birds.

**** MEDICINAL PRODUCTS AND RADIOACTIVITY**

The manufacture and use of medicinal products containing radioactive substances present numerous problems which cannot be solved at national level. This is why the European Commission has been asked to formulate a Community policy for this rapidly developing sector.

The request was made at a seminar on medicinal products containing radioactive substances organized by the European Commission in Luxembourg and attended by more than seventy specialists in nuclear medicine, pharmacy, public health and nuclear law.

**** QUALITY OF SURFACE WATERS**

Fifty specialists from the nine Community countries recently spent a week in England at the invitation of the European Commission examining seven rivers in the Trent basin. The purpose of the study week, which was organized on the technical side by the Severn-Trent Water Authority in Nottingham, was to harmonize biological methods of evaluating the quality of surface waters. With these methods, often used in conjunction with physical and chemical analyses, the quality of surface waters can be evaluated by examining aquatic flora and fauna.

Although no findings are available as yet it is clear that harmonization is possible. Before long scientists throughout the Community will be using a standard biological method to assess surface water quality.

**** SCHOOL MILK**

The European Commission recently proposed that the Community should help finance school milk programmes in the Nine as from the beginning of the next marketing year. The Community contribution would be 50% of the target price provided the Nine finance 25% of the cost of the programmes themselves.

It is estimated that "Community" milk distributed under this scheme would amount to a quarter litre per child per day.

**** THE EUROPEAN INVESTMENT BANK AND SMALL BUSINESS (contd)**

In Euroforum No 35/76 we discussed the high proportion of loans granted by the European Investment Bank to small and medium-scale industrial projects in the Community. May we now point out that not all of the 129 small or medium-scale projects financed to the tune of 63.1 million units of account (1 u.a. = approx. US \$1.1) in 1975 were put forward by small and medium-sized businesses. It is difficult for this reason to draw any conclusions in the matter.

FISHING: THE END OF THE LINE?

A crisis has been brewing in the fishing industry for many years. Between 1950 to 1970, for example, sole fishing increased fivefold but landings fell tenfold. The story is much the same for herring: stocks of the Atlanto-Scandinavian herring were almost wiped out a few years ago and its North Sea cousin is now being over-fished to a dangerous degree.

Fishing capacity has outstripped available resources with the result that fish reserves have fallen below optimal reproduction levels.

The European Community has obviously reacted to this crisis. It is proposing, as from next January, to create a Community zone primarily reserved for Community fishermen and managed on a rational basis. The zone, which would extend for 200 miles (360 km) into the North Atlantic and the North Sea from the coasts of the member countries, would be jointly administered with a view to the introduction of European policies to protect reserves and actively build up stocks of certain species.

Protecting fish and fishermen

A number of countries have decided to anticipate the results of the Third United Nations Conference on the Law of the Sea and extend their fishing limits to 200 miles. Iceland, Norway and the United States have already done so, or will do so in the near future. This means that there could be a massive influx of fishermen from other countries into Community waters while Community fleets are excluded from certain specified areas.

Creation of its own exclusive fishing zone will allow the Community to protect itself against exploitation, build up stocks that are already on the low side and compete on equal terms with countries which have already adopted the 200-mile zone.

Negotiations will be conducted with other countries to make reciprocal arrangements for access to fishing grounds. No less than 27.5% of Community catches are fished in non-Community waters and careful negotiations will be needed to preserve arrangements worked out over the years. This is particularly true of Iceland and Norway: nearly 50% of Community catches in non-Community 200-mile zones come from their waters. As for countries like Poland, East Germany and Russia, whose trawlers fish in Community waters but who have little to offer the Community in return, the main aim will be to exclude them gradually from the Community's fishing grounds.

Joint management

Shortage management poses the tricky problem of how limited resources should be shared. What quota should be fixed for each national fleet? How should the 200-mile zone be divided?

Catch rates will be fixed for each species each year in the light of stocks; quotas will then be allocated to the national fleets on the basis of previous catch figures. The European Commission also feels that a national 12-mile zone should be reserved for the exclusive use of the national fleet and the fleets of other countries who have established "historic rights". If its proposal is accepted Breton and Belgian fishermen, for example, could continue to fish off the Irish and Scottish coasts.

This could have serious social and economic repercussions in areas of Ireland and the United Kingdom where no alternative employment is available and fishing is the sole source of income.

The British, who have been chased out of Icelandic and Norwegian waters, are understandably anxious to protect their own coastal waters; thus they want an exclusive national zone of 50 miles and no "historic rights". The European Commission has rejected this request: the 12-mile coastal zone with "historic rights" is the only derogation from Community principles of free access and non-discrimination between Member States that it is prepared to countenance. It points out too that a quota system is a more reliable method of regulating

catches than a territorial limit. It recognizes that fishing is one of the few economic activities in certain areas of Ireland and the United Kingdom; these areas will therefore be granted larger quotas.

Strict controls will be necessary if the quota system is to work. These will be a matter for national authorities and will call for a comprehensive licensing system. Checks on landings would be carried out in the port of unloading and to facilitate them the development of fish auctions will be encouraged.

It is expected that coordinated action at Community level to control and limit fishing will protect jobs and fishermen in areas where fishing is vital.

Community catches

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	Total catch	In Community 200-mile zone	In national 12-mile zone	In national 12-mile zones of other Member States
Belgium	54	44	8	15
Denmark	1 630	1 218	271	32
France	762	590	213	79
Germany	458	178	68	12
Ireland	87	83	68	-
Italy	387	310	243	-
Netherlands	325	320	155	21
United Kingdom	1 066	695	445	2

These figures are an annual average for 1971-75.

ON THE ROAD FOR EUROPE

No less than 260 million Europeans are now enjoying the advantages of free movement of goods. They owe a lot to the drivers of Europe's 10 million commercial vehicles who are responsible for transporting more than 80 million tonnes of goods a year over 3 million kilometres of Community roads.

In a very real sense they are working for us, which is why the conditions under which they do their difficult job are our concern. But it is not easy to improve their lot: the situation is complicated by numerous economic factors and is not helped by tough competition in the industry.

Towards fair competition

The first steps towards uniform social legislation in this area were taken as early as 1965 when the Six, on the basis of the general objectives of the Treaty of Rome, decided to harmonize their national legislations in a Community regulation. They began with national regulations which influenced freight costs and were therefore, with growing market interpenetration, hindering efforts to achieve equal conditions of competition.

The first regulation came into force at the end of 1970; initially it applied to international transport only but subsequently it was extended to internal operations too.

The Community has always considered that common regulations on crews, time at the wheel and rest periods, long-distance and short-distance haulage, passenger transport and carriage of goods, should be as flexible as possible to start with: it believes that national authorities must have a certain amount of freedom to adopt supplementary measures. These could be geared to local conditions and hence have a better chance of being implemented than back-and-white Community regulations.

Simpler rules

After almost ten years of stagnation in transport policy governments have come to realise that the Community's first regulations are too complex, despite subsequent adjustments, and that for this reason alone they cannot be properly applied. What is needed is simpler, unambiguous rules. For instance, misunderstandings are still arising over what is meant by actual working hours and hours at the wheel.

The European Commission wants to see the word "week" recognized as meaning the period from Sunday to Saturday and "driving time" as the actual time spent at the wheel in the course of the working day or the working week. As from 1 January 1979 driving time will be reduced from 48 hours to 46 hours a week; normally driving time should not exceed eight hours a day though nine hours twice a week could be allowed.

The fact is that the working hours of crews are usually much longer than actual driving time since vehicles are not always taken over and parked at the employer's place of business. The term "shift" will therefore be introduced throughout the Community to indicate the entire period from start to finish of work. As a general rule a shift may not exceed 12 hours a day and 60 hours a week.

But the Community is also anxious that these regulations should not tie employers up in red tape: flexibility is essential in the road haulage business. For this reason the rules allow for slightly longer shifts under certain conditions. This is particularly important for long-distance buses where additional rest periods must be arranged.

Another requirement, which also applies to freight transport, is that vehicles must carry two drivers and that the cabin must be fitted with sleeping berths.

Free time and family life

Each driver must be allowed adequate rest time between shifts and periods at the wheel. Every lorry or bus driver must rest for at least half an hour after four hours at the wheel. Alternatively he can take two twenty-minute or three fifteen-minute breaks.

Nobody is to do more than six shifts a week or more than ten in two consecutive weeks. The new Community regulation details the number of hours' rest to be taken between shifts, for example, at least 11 hours for lorry drivers who drive on their own or, if there is a relief driver, are unable to "stretch out comfortably in the sleeping berth" while the second man takes the wheel.

Since long-distance lorry drivers often spend their rest periods away from home the regulations allow the period to be shortened to eight hours twice a week, but not on consecutive days. When passengers are being carried the rest period can be reduced by not more than one hour three times a week.

Drivers can spend their rest period in the vehicle only if it is fitted with a proper sleeping berth. And the second man cannot take over - in other words the vehicle must be parked.

Drivers like any other workers are entitled to a private life. This is why the Community regulation specifies that, once a week, a break of at least 29 consecutive hours must be added to the 11-hour rest period which follows a shift. This gives the driver a period of at least 40 hours once a week to relax properly. He is entitled to 28 days' annual leave.

Another innovation is that the distance covered per day may exceed the present 450-kilometre limit if the vehicle is fitted with a tachograph. Tachographs have been obligatory since 1970.

The aim of all these new rules is to update the safety and social legislation applying to drivers to give them a better deal and make the Community's roads safer.