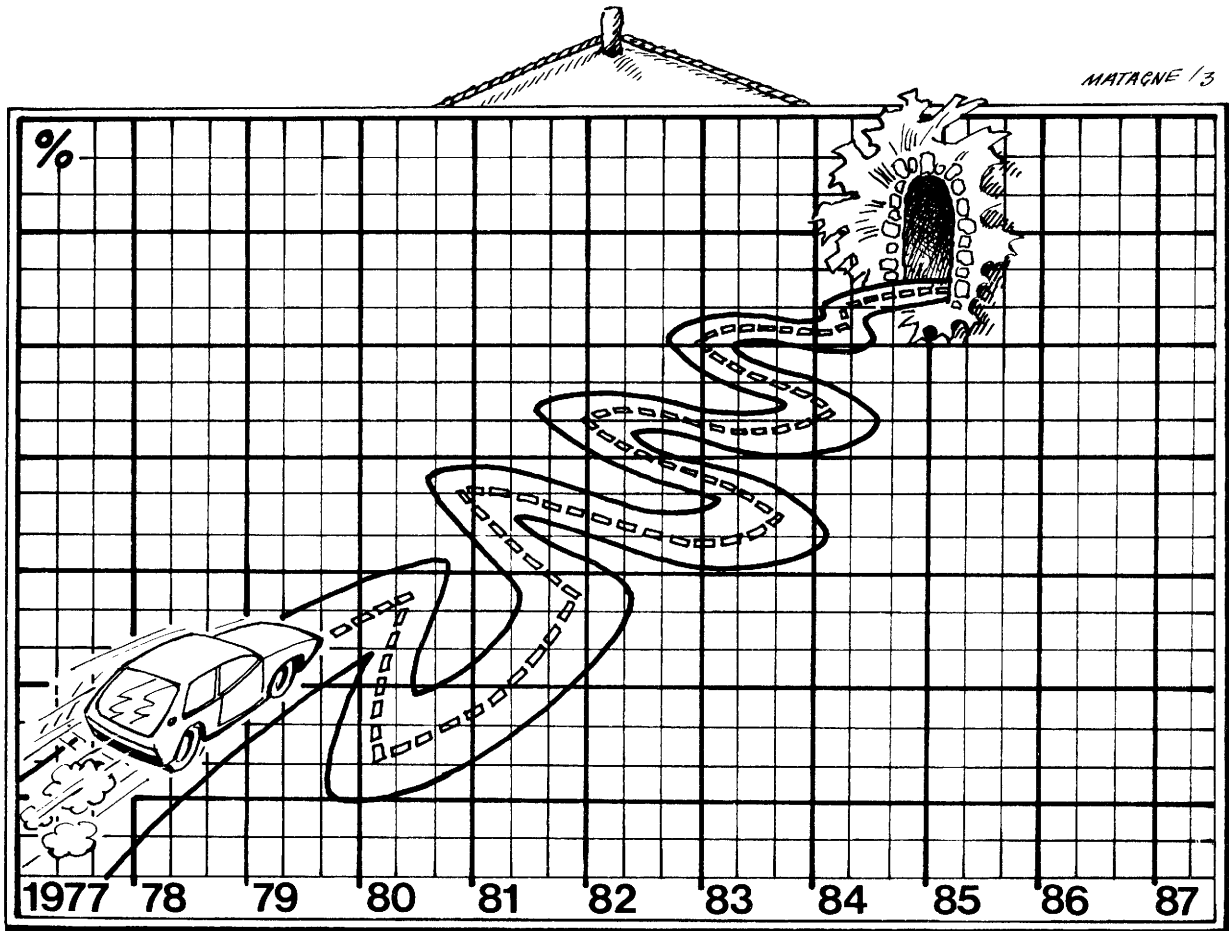


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Between now and 1985 the European car industry will have some difficult
bents to negotiate (see page 3).

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++ A PRESIDENT OF THE PEOPLE

"No matter how technical are the proposals which come before us, the prior question we must ask ourselves is : "How will this improve the lot of the European citizen ?" Declared Roy Jenkins new President of the European Commission in his inaugural address to the European Parliament.

Important extracts from his speeches to the Court of Justice and the European Parliament are presented in ANNEX 1.

++ A BUMPY RIDE FOR THE COMMUNITY CAR INDUSTRY

Even if the present recovery holds, it will still be necessary to wait until 1985 for an expansion of the car industry similar to that of the 1960s.

Euroforum describes in ANNEX 2 the problems facing the European car industry during the next few years.

++ POLLUTION VERSUS THE LAW IN THE EUROPEAN COMMUNITY

A 500 page book written at the request of the European Commission gives a bird's-eye view of the law and practice of pollution control in the Community.

The work which enables even a non-specialist to get through this legislative jungle is reviewed in ANNEX 3

++ A LOT OF MUCK FOR A LITTLE CLEAN WATER

Some 700 kg per person of sludge is produced in the Community each year in the purification of its sewage ! Sludge is a danger to the environment, but elimination is expensive. To deal with the problem the European Commission has proposed that the Nine set up a Community research programme to improve basic treatment processes and to come up with ideas on re-use (e.g. fertilizers) and the safe storage of waste that cannot be recycled.

This Community research programme will, for the first time, be organised as a "concerted action" through which projects financed by Member States will be regrouped into the same field, with the European Commission taking charge of research coordination and management costs.

++ THE COMMUNITY'S BUDGET FOR 1977

The 1977 Budget for the Community as decided by the European Parliament is summarised below. Figures are in million units of account.
(1 UC = about 1.1 US \$)

		%	Variation on 1976
<u>I. European Commission</u>			
a) Action in allocation for intervention			
- agricultural sector	6,189	64.42	+ 6.87
- social sector	638	6.64	+ 20.19
- regional sector	500	5.20	-
- industry, energy, transport and research	328	3.42	- 2.61
- development assistance for third countries	270	2.81	- 19.80
- other	560	5.83	+ 28.15
b) <u>Running costs and administration</u>	386	4.02	+ 11.16
c) Reserve	4	0.04	+ 33.33
d) other payments	585	6.08	+ 16.26
Total Commission	9,459	98.46	+ 7.67
<u>II. Other European institutions</u>	148	1.54	+ 15.92
GRAND TOTAL	9,607	100.--	+ 7.79

++ DYNAMISATION OF SOCIAL SECURITY BENEFITS

Making social security payments more dynamic in Community language means making systematic adjustment in line with growth and prosperity. Generally speaking, the adjustments and adaptation (dynamisation) of social security payments currently takes place in all Member States of the Community though these are not always systematic. The European Commission has just sent the Council of Ministers a report on the present state of affairs including the views of national experts and the social partners.

The opinion of national experts reflected a certain reluctance to take on new commitments, but on the other hand both employers and trade union representatives shared the view that Community action in this domain would be desirable. The idea of accepting Community norms did not seem to alarm them, though the employers insisted that requirements should not be too detailed and should leave some room for manoeuvre in the case of difficult economic situations.

The Commission points out that the Community Social Action Programme, adopted in January 1974, already anticipated the progressive introduction of mechanisms for adjusting social security in line with growth in prosperity in the different Member States of the Community. The Commission adds that if adjustment cannot, for the moment, progress at the same rate as wages without risk, it must - especially where payments are a substitute for wages - stay in line with increases in the cost of living at the very least.

++ THE FUTURE OF THE ELECTRIC PLUG

It is claimed that the standardization of electrical plugs throughout the Community could cost the equivalent of twenty to thirty billion dollars. The European Commission itself has stated that in its view no precise cost can be put forward until the definitive technical solution has been adopted. Progress in this direction does seem to have been made and a universally acceptable agreement of principle seems to have been reached by the Technical Committee of the International Electro-technical Commission. A Community solution to the problem of the plug now appears possible.

However great the costs of having a universal plug and socket may be, a very long transitional period (doubtless several decades) is envisaged. It should be pointed out that the bulk of these costs will be cancelled out as new electrical sockets are fitted in buildings constructed during the transitional period and the new plugs are gradually introduced as new appliances are purchased.

The European Commission feels that individual and industrial consumers will not be blind to the advantages of such an operation which will facilitate the free movement of electrical goods, enhance their own safety and enable them to use any of their electrical appliances throughout the Community.

++ COMMERCIAL AGENTS IN THE EUROPEAN COMMUNITY

There are some 800,000 "commercial agents" in the European Community who negotiate commercial transactions in the name of, and on behalf of, firms who do not directly employ them (they are, in fact, self-employed intermediaries). They play an important role in a market that is truly common ; but they are often torn between the different national legislations applicable to them. What, for example, would the fate be of an Italian commercial agent representing a German firm in his own country if that firm went bankrupt. Would he have to defend himself with reference to Italian law or to German law ?

To cope with these different national legislations the European Commission has just proposed a directive to the Council of Ministers that would harmonize provisions governing the relationship between commercial agents and the firms they represent. The proposal deals mainly with the rights and obligations of the parties, including the commercial agent's commission rights, his protection against the bankruptcy of the firm he represents, termination of contract, etc.

++ BABEL, CAPITAL OF EUROPE

Nine countries, six languages, communication is still a major Community problem which will become even further complicated if the Nine expands to include even more languages. To the cost of translation and the loss of time - which are quantifiable data - one can add the waste of intellectual effort and the accompanying frustrations. The translation services established by Community institutions need help even though they are probably the most substantial in the world. For this reason, the European Commission has submitted the Council of Ministers with a plan of action to improve the transfer of information between the European languages.

This plan of action prepared by the Commission anticipates not only research but more tests, pilot experiments and trial applications. The automatic pre-translation of texts in natural language is one of the more interesting aspects of the Community plan, though to begin with it will still only apply to the automatic pre-translation of two languages and only in one specialised field. The work of developing this method will mostly be done at the Commission's Computer Centre in Luxembourg.

Another interesting aspect of the plan concerns automatic translation of grammatically simple texts. This system is particularly suited for the translation of summaries into several languages of subjects in the Community research field.

A "terminology data-bank" would also be a precious boon for translators and interpreters, and the Commission has already put such a bank at the disposal of its translators. When the size and quality of the bank has reached a sufficient degree, it will be much more efficient and economic than looking up the same information in great volumes of printed indexes, normally rather inaccessible. Data-processing would obviously play an essential role in the development of a

terminology data-bank and a "multi-lingual thesaurus" , the basis for the retrieval of multilingual information.

A plan of such breadth necessitates the participation of all those - from publishers to translators, teachers to terminologists - who are interested in polylinguistics. They will have the chance of meeting together in May 1977, at the Third European Congress on documentation systems and networks, which will be devoted entirely to multilingual problems.

++ ACCIDENTS AT WORK IN FARMING

In collaboration with governments and agricultural organisations of the Nine, the European Commission is to organise a European Agricultural Safety Week from May 2 - 8, 1977, on the theme : "the European Community for agriculture without accidents at work". The main causes of the increasing number of casualties in agriculture are the growth in mechanisation and the widespread use of pesticides and insecticides. Nine million agricultural workers and their families are confronted each day with dangers unknown to their predecessors. For this reason, the Commission, encouraged by the success of a similar operation in 1974, has decided to launch a campaign to make those in agriculture more safety conscious.

++ A COURT OF AUDITORS FOR THE EUROPEAN COMMUNITY

A European Community Court of Auditors should be set up in the first quarter of 1977 in Luxembourg provided ratification and all the necessary decisions go through without delay. This new institution will succeed the Audit Board in Brussels and the Auditor at the Economic Coal and Steel Community (ECSC) in Luxembourg.

The Court of Auditors has not, however, been set up to simply continue the work of the existing auditors under a more prestigious name. It was conceived to bring a qualitative change to the present system. The controls exercised by the Court of Auditors will cover the activities of Community institutions, particularly the European Commission ; its work will have to cover the activities in Member States more so than in the past.

++ NO MORE EURO-BEER

The European Commission has withdrawn ten proposals for directives dealing with beer, ice-cream, bread, mayonnaise, etc. These proposals had never been met with much enthusiasm and, to take but one example, the proposal on beer has been on the Council's in-tray since June 1970. In announcing this decision the Commission stressed that it is still interested in harmonising legislation on food products but now prefers to concentrate more on those areas with greater support from consumers and public opinion, particularly proposals for directives on labelling, packaging, colourants or additives for all food products. The Commission will, from now on, be taking a more "horizontal" approach to such problems.

++ HIGHER EDUCATION : CROSS-FRONTIER COURSES

The University College of Cardiff and the University of Louvain are to undertake a joint study programme in Social Security Law, while the Ruhr-Universität of Bochum and the Université des Sciences et Techniques of Lille will work together on comparative studies in town and country planning. Thirty other European universities will also work on joint study programmes. In some cases participating students will spend part of the course at the other institutions concerned and in others teachers will lecture abroad at sister universities. This is part of a scheme to intensify cross-frontier contacts between higher education establishments launched by the European Commission which awarded grants totalling 100,000 units of account (1 u.a. = approx. 1.1 US \$) to 74 such establishments.

++ JUST PUBLISHED - HOT OFF THE PRESS

- Aid and loans in the European Community is a small explanatory brochure aimed at potential beneficiaries of the Community's financial facilities which includes a list of aids available and the appropriate application procedures. It deals with financial aid given by the Economic and Steel Community (ECSC), loans available from the European Investment Bank, the European Regional Development Fund, the European Agricultural Guarantee and Guidance Fund (EAGGF) and the European Social Fund. The brochure is on sale now at the Community's Office for Official Publications, P.O. Box 1003, Luxembourg.
- Evaluation of the effectiveness of professional training was the theme of a seminar organised by the European Commission at Manchester in January 1975. A summarised version of the proceedings has now been published. This work is one of the first attempts to bring together the diverse elements which go into evaluating training such as the precise definition of goals and objectives, the selection and background of trainees, the examination programmes, educational theory and cost-benefit analysis. The document can be obtained from the Office for Official Publications, P.O. Box 1003, Luxembourg.
- "Objectivation of the bacteriological and organoleptic quality of milk for consumption" (Agricultural information, no. 21/76) is the title of a study now available on the bacteriological and organoleptic qualities of milk. The study looks at the presence of non-pathogenic micro-organisms and the taste of milk which together determine the length of time milk can be kept fresh and remain acceptable as a drink by the consumer. On sale at the Office for Official Publications, P.O. Box 1003, Luxembourg.

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A PRESIDENT OF THE PEOPLE

"... we must seek to ensure that the Europe of the Community, and especially the Commission which is its servant is seen to have, and has in fact, a human face which individual citizens in Member States can both recognise and trust". Roy Jenkins, new President of the European Commission, in his first address to the European Parliament. Mr. Jenkins has given the European citizen and the everyday problems that confront him central importance in the Europe he wants to see.

The citizen, the consumer

"The Community is designed to protect and advance the interests of all its citizens. Policies to safeguard the producer need to be balanced by policies to safeguard the consumer." Mr Jenkins continued : "That balance has not always been struck in the past. This means that we should give greater weight to the protection of the consumer as well as to that of the environment in which we all live."

Still with the European citizen in mind Mr. Jenkins impressed upon European parliamentarians that : "We must graft the idea of Europe into the lives of its people. No matter how technical are the proposals which come before us, the prior question we must ask ourselves is : "How will this improve the lot of the European citizen ? How in particular will it affect those whose future seems purposeless and unrewarding. Will it make them more content at work ? Will it indeed give them a better chance of finding work ? Will it give them the framework for more satisfaction in life away from work ? Will it make the individual citizens feel that this Europe of ours is not just an affair of professional politicians but is a better place to live in ..."

The citizen and the Courts

Before taking a solemn oath "Neither to seek nor to take instructions from any government or body " at the European Court of Justice in Luxembourg Mr. Jenkins stressed the importance of the links which should unite European institutions with European citizens. He reminded the Court and spectators of how the United States Supreme Court behaved in the early years of American independence :

"The Justices of the Supreme Court were then required to go on circuit through the Thirteen States of the Union. They did this not without protest, and in August 1792 they sent to the President an urgent letter.

They then said :

" We, really, Sir, find the burdens laid upon us so excessive that we cannot forebear representing them in strong and explicit terms. On extraordinary occasions, we shall always be ready, as good citizens, to make extraordinary exertions ; ... "

but

" to require of the Judges to pass the greater part of their days on the road, and at inns, and at a distance from their families, is a requisition which, in their opinion, should not be made unless in case of necessity."

For despite their protest this peripatetic supreme judiciary greatly contributed to the binding together of the Union in its early years. They were visibly seen to bring justice to the people.

It has not been necessary for this Court, despite modern means of transport and communication, to emulate this peripatetic example." Mr Jenkins continued : "But the spirit of those travels, of trying to bring the individual states more closely together in that way, is one which the Court has, over the years, succeeded in achieving."

Continuing this line of argument in his address to the European Parliament Roy Jenkins expanded his vision of the political goal his team of Commissioners would be working towards :

"The Community can and must be more than the sum of its parts. It can create and give more than it receives ... The Commission should be a political rather than a technocratic body, constantly aware of the public impact of its proposals but combining vision with practicality, efficiency with humanity.

The President warned that no doubt the Commission and the Parliament would have disputes but he stressed : "we are on the same side".

He told the assembled delegates that the lead in relations with Parliament must be given by the President. Not forgetting the different political colours within his own Commission, Mr. Jenkins affirmed : "We are a coalition Commission, as is wholly right, at least at the present stage of development. I shall therefore need to be a coalition rather than a partisan President. I shall be a partisan only for the unity of Europe."

Mr. Jenkins finished : "However great may be our present difficulties they are as nothing compared with the problem which confronted those who had to build afresh out of the rubble and bitterness of the late forties ... If we, among the richest and certainly among the most favoured and talented of the populations of the globe, cannot learn to work together, what prospect is there for humanity ?"

With many of today's values, including a sense of social fairness, genuinely at risk the new President of the new Commission has taken up his position with "an awesome sense of responsibility, but also with a courageous and determined optimism."

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A BUMPY RIDE FOR THE COMMUNITY CAR INDUSTRY

At the end of 1975 around 1,300,000 people were directly employed by the car industry in the European Community, with an estimated 1,600,000 working in sales and repairs and another 1,800,000 working in related industries and for sub-contractors. Such grand figures should nevertheless not lead to illusions : even if the general recovery holds, it will still be necessary to wait until 1985 for an expansion similar to that of the 1960s. In an analysis of world market trends and their consequences on public authorities and motor manufacturers, the European Commission anticipates that competition between European, American, Japanese, and even Eastern European manufacturers will be hard between now and 1985.

A slow-down

There is not only world competition to darken the future. Manufacturers throughout the world have to face up to other common problems. The economic crisis to begin with - the demand for motor cars has reached a low level and recovery is only causing a feeble rate of growth in an economy that has yet to find a new equilibrium.

While manufacturers are naturally looking for ways to lower production costs, labour costs are rising and the demands and requirements of buyers as well as public authorities are making vehicles more expensive as well as in need of more research.

Faced with such conditions the European car industry has been forced to become more competitive whilst at the same time, trying to continually increase productivity, improve automobile technology, maintain competition in Community markets and develop its outside markets through intensive marketing efforts.

A few figures

When making decisions management have some important facts to bear in mind. The future development of collective transport will, for example, have an impact on the future of the car : some experts have estimated that between now and 1985 urban and suburban public transport will increase by 100 %, while transport in individual cars will increase by no more than 35 % during the same period.

The world market for vehicles will increase from 34.2 million in 1974 to an expected 39 million in 1980 and 45 million in 1985, but this does not take into account the technological development caused by the quest for safety, the battle against pollution and noise, not to mention the increasingly important part that the diesel motor will play in years to come (c.f. Euroforum no. 2/77)

The role of public authorities

To be able to face up to the future the European car industry must basically rely on itself. However, national and Community public authorities will have to intervene directly in some areas.

First they must accelerate the harmonisation of national legislation, thereby solving the manufacturers' problem of having to adapt their vehicles to the peculiarities of different national legislations. This would also enable competition between European producers to be more effective throughout the Community. The Community has already adopted a number of important texts in this field and the European Commission has recently made a new proposal on the "EEC type-approval" for automobile vehicles (cf Euroforum 2/77).

Public authorities have already helped the car industries in several ways (investment aids, tax reliefs, etc.) and it has already been agreed to harmonise the different forms of aid so as not to encourage inefficient production structures or to export problems to neighbouring countries.

Aid for research and development is a third sector where public authorities could successfully intervene. It is not certain, for example, that the industries on their own have the resources to undertake the costly research necessary to accommodate the requirements of their clients and to cope with the repercussions of the oil crisis. It therefore seems sensible to share the work between manufacturers and give financial aid to projects that have a common interest.

A fourth sector, by no means the least important, is that of employment. This will certainly require action on the part of public authorities as a reduction in manpower will definitely be necessary in the car industry ; Community institutions, governments and the social partners must plan measures to safeguard employment in the car industry before this comes about. It will also be necessary to mobilise the Community's industrial social and Community regional policies.

To date the European Commission has worked along the lines of collecting and updating all possible information on the car industry at Community level and at world level. Using this information it can propose precise measures aimed at preventing the European car industry from ending up in the ditch.

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POLLUTION VERSUS THE LAW IN THE EUROPEAN COMMUNITY

Texts dealing with pollution control are increasingly entering law books in almost all the Community countries. In several countries a serious attempt is being made to coordinate what has in the past been a heterogeneous series of texts scattered throughout public health law, industrial and agricultural law, etc.

To get a clear idea of the legal picture, the European Commission asked "Environmental Resources Ltd" to draw up a survey of the legislation in force. To do just that ran to nine volumes.

Public interest in the study was such that the Commission decided to publish a summarised book version in a style easily digestible by the non-specialist. The book has now been produced by Jim McLoughlin of Manchester University.

Running to about 500 pages it gives the general reader a bird's eye view of the law and practice of pollution control in the Community. Presented in a concise and readable fashion, the anti-pollution legislation in the different countries dealing with air, noise, nuclear energy, inland and coastal waters, etc. can be easily compared by the non expert. Even legal jargon has been reduced to the absolute minimum.

A variety of approaches

The administrative approach to controlling pollution varies significantly among the Member States. In Italy, the Netherlands and Ireland, for example, the powers of control are given to those public authorities most closely connected with the form of pollution in question. In effect the traditional public authorities both regionally and locally exercise control either independently or under central government supervision. In the UK and France powers of control are given in a similar way to those public authorities closely connected with the problem but special responsibility is given to one central authority for coordinating the work of the various authorities involved and also for promoting higher standards of environmental quality.

In Denmark a specialist environmental protection authority is endowed with power over pollution control. Structurally similar to the Environmental Protection Agency in America, Denmark's Ministry of the Environment has eight offices, three dealing with pollution control, the others dealing with such matters as physical planning and nature conservation. In addition, it has an advisory Environmental Committee and an independent Environmental Appeal Board.

New problems, new solutions

Jim Mc Loughlin also discusses interesting developments in areas which have often found no solution within traditional legal systems, such as damage resulting from the wrongful acts of several polluters where the plaintiff frequently has great difficulty in proving his case. Another area dealt with is the increasing impact of environmental protection associations taking up cases against polluters under civil law. Though their ability to sue is far from clear in legal terms, their right to sue polluters is increasingly become recognised in many countries.

In a field as complex as environmental legislation such a book fills a void and provides a good basis for the non-specialist to find his way through a legislative jungle.

" The Law and Practice Relating to Pollution Control in the Member States of the European Communities : a Comparative Study" by J. McLoughlin (Senior Lecturer in Law, Manchester University) for Environmental Resources Ltd. Published for the European Commission by Graham and Trotman Ltd., 20 Fouberts Place, London W1V 1HH.

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