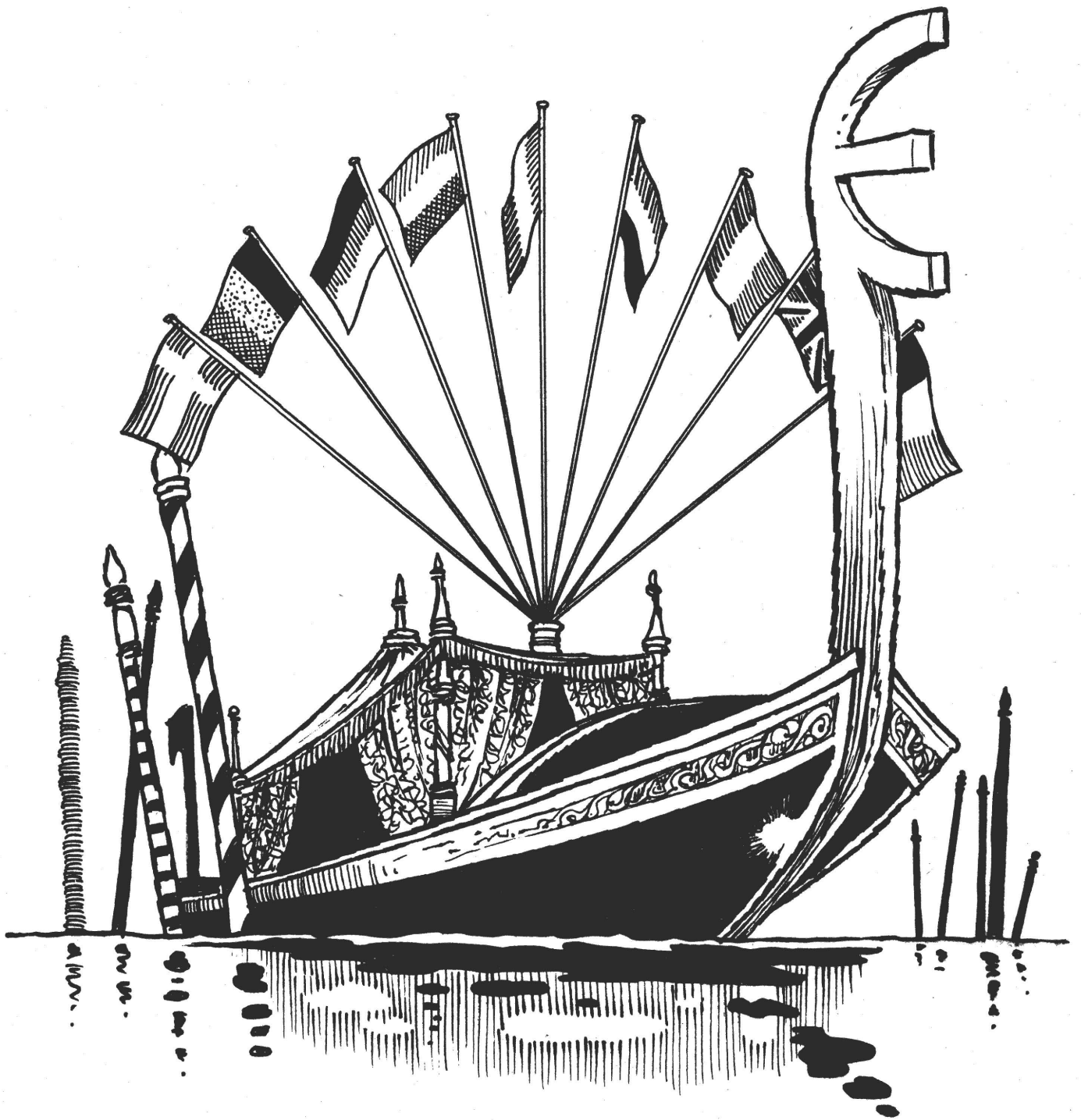


# Euroforum



The Summit: Venice rises to the occasion. See page 3.

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# Euroforum

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## Venice rises to the occasion

It was, perhaps, appropriate that Venice, the Serenissima Republica which for so long acted as the bridge between the eastern and western Mediterranean worlds, should have been the venue last month for one of the most productive of the thrice-yearly European Councils.

The summit of the nine European Community Heads of State (President Giscard d'Estaing) and of government (the eight Prime Ministers)—together with Commission President Roy Jenkins,—witnessed a new and significant initiative by western leaders that could have far-reaching repercussions at the eastern end of the Mediterranean.

The Summit's declaration on the Middle East was the most concrete result of two days of deliberations on San Giorgio Maggiore, a pocket-size islet nestling in the Venetian lagoon on a lazy gondola's ride away from the Palace of the Doges.

The normal stillness of the island, where sounds are muffled by 16th century tapestries and orange groves—it was quiet enough for a papal conclave in 1800—combined with the sultry Venetian weather, would not normally have been conducive to activity or decision-making.

But the presence of 8000 troops in the city, the swarms of helicopters above and shoals of frogmen below, allied to 850 news-hungry journalists whose communications with the outside

world were assured by a maze of antennae rigged up unceremoniously on the tower of Palladio's Renaissance basilica, combined to keep the Community leaders firmly in the twentieth century.

Nevertheless, compared with the previous two European Councils when the issue of the British contribution to the Community's budget ensured friction appropriate to a gathering at this level, the meeting, staged in a 16th century library where usually the loudest noise is the browsing of one of the Benedictine monks who inhabit the island, was a relatively quiet affair.

Convivial too, with suitable breaks for meals and refreshments in such sumptuous surroundings as the Pisani Palace, one of the grander of the old merchant princes' establishments which adorn the Grand Canal.

At the end of the two days, the British Prime Minister Margaret Thatcher, dubbed 'The Doghessa' by the press corps, declared: 'This summit really has been a completely different one for Britain than any we have had before.'

The removal of the British budgetary problem from the agenda left the nine government leaders and Mr Jenkins free to have a more broad-reaching exchange of views on a wide range of domestic and international subjects, including the economic and social situation—particularly problems of inflation and unemployment—energy and the forthcoming relaunching of the North-South dialogue between the industrialized and developing countries.

But the discussion which captured most of the next day's headlines was that which was devoted to the situation in the Middle East on which the Nine have gradually been evolving a common position.

A declaration issued after the meeting said that the Nine had reviewed the situation in the light of developments since the signing of the Camp David agreements and that they had agreed that growing tensions constituted a serious danger which made a solution to the Israeli-Arab conflict more necessary and pressing than ever.

The Community leaders emphasized that they had a special role to play and that they intended now to work in a more concrete way towards peace,

basing themselves on the UN Security Council resolutions and their own previous declarations.

They reiterated two fundamental principles—'the right to existence and to security of all the states in the region, including Israel, and justice for all the peoples, which implies the recognition of the legitimate rights of the Palestinian people.'

The declaration went on to say that all countries in the area are entitled to live in peace within secure, recognized and guaranteed borders. The necessary guarantees for a peace settlement should be provided by the UN and the Nine would contribute to these guarantees.

The Nine declared that the Palestinian problem was not simply one of refugees and they said that the Palestinian people must be enabled to exercise fully their right to self-determination.

In order to achieve these objectives, the Community leaders emphasized that all parties concerned should be associated with the peace negotiations. This includes the Palestinian people and the PLO.

Finally, the Nine called on Israel to end its occupation of the West Bank as it has done for part of Sinai. They described the Israeli settlements as 'a serious obstacle to the peace process in the Middle East.'

The Community governments are following up this declaration by diplomatic contacts with all parties involved to sound out their reaction to the declaration and to determine what concrete initiatives they should take.

Initial reported reactions from the area of conflict were not encouraging. Israeli Prime Minister Menachem Begin was quoted as saying the outcome of the Venice meeting was 'a second Munich.' A PLO communique issued in Damascus called on the Community to take 'more independent positions and free itself from North American pressures and blackmail.' However, the PLO statement said that the declaration contained several positive aspects.

The US Secretary of State, Mr Edmund Muskie, was quoted as saying that he saw nothing in the declaration which directly challenged the Camp David process. 'That being the case,

Euroforum is now taking a break. The next issue will be published in September. We wish you all a happy holiday.

I see no reason why we should not be able to proceed with it.'

The European Council also issued statements on the Lebanon, in which it reiterated support for the country's independence and for the UN peace-keeping forces there, and on Afghanistan, in which it condemned the presence of Soviet troops. It urged that Afghanistan be allowed to return to its traditional position as a neutral and non-aligned state.

A week later, the leaders of the four large Community countries—France, Germany, Italy and the United Kingdom—together with Commission President Roy Jenkins, were back in Venice again for the world economic summit, the sixth in a series which began at Rambouillet near Paris in November 1975.

With the additional participation of US President Carter, Canadian Prime Minister Pierre Trudeau and representatives from Japan, the security reduced San Giorgio Maggiore to near-siege conditions and the waves thrown up by the flotilla of motorized craft employed to ferry the leaders to and from the island threatened to engulf Venice where the tide alone has so far failed.

While officially billed as an economic summit, the major outcome of the two-day meeting was a stern call for the complete withdrawal of Soviet troops from Afghanistan.

The seven-nation summit also issued a communique outlining energy-saving targets and reiterating the determination of the participants to overcome inflation.

Now that the star-spangled cast has departed the stage, the tourists are once again free to wander about the sleepy canals and listen to the orchestras outside Quadri's and Florian's in St. Mark's Square without the additional overhead sound effects of rotor blades. And for the latter-day Merchants of Venice, it is back to business as usual.

## TRANSPORT

### Blueprint to make Europe's traffic flow more freely

Almost 4000 miles of roads and more than 2000 miles of railways throughout the European Community are time-wasting and money-wasting bottlenecks, a study has revealed.

As an integral part of its research into the Community's role in the development of transport infrastructure in the Nine, the European Commission has just sent the Council of Ministers a report on those bottlenecks in the Member States transport infrastructure networks.

It has proposed to the Council of Ministers that a special Community mechanism for financial support be set up to help finance projects to unblock these bottlenecks.

The report was requested by the Council in November 1978. The Commission was asked firstly to identify bottlenecks whose elimination would be in the interest of the Community, and secondly to study ways in which the Community could help to finance this elimination.

The survey of bottlenecks was designed to provide the Council with an overall view of the inadequacies of the Community's infrastructure network.

What, exactly, are the criteria for defining a bottleneck? The Commission decided that a bottleneck can be described as any section of a route (road, rail or inland waterway) which fails to provide a certain level of service and to ensure the basic performance that the user is entitled to expect.

Such factors as traffic congestion and speed at which users are able to travel

were also used to identify bottlenecks and the Commission set out figures for the average acceptable traffic flow under normal conditions.

In line with these criteria, the Member States submitted lists of bottlenecks on their territory, as well as projects they envisaged to improve traffic flow at certain points. Approximately 3 800 miles of road and over 2 150 miles of railway in the Community were identified as bottlenecks.

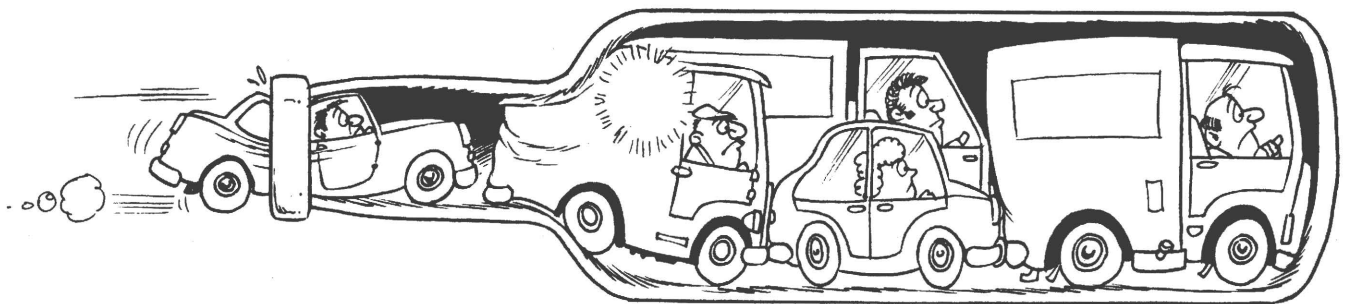
For inland waterways, the identification of bottlenecks was more difficult, but Member States pointed to such features as locks that were more difficult to pass through, or too small to cope with traffic flow, or stretches of waterway which were not wide or not deep enough to allow larger boats through.

Member States also included ports and airports in their submissions, and four sea crossings including the English Channel and the Irish Sea.

Identifying the Community nature of a bottleneck and, therefore, the role that the Community should play in eliminating it proved a fairly testing task.

Taking the amount of intra-Community traffic affected by a given bottleneck for assessing Community interest could not be applied to major networks due to lack of data. Much Community traffic is long haulage which can afford to take alternative routes, thus purposely avoiding known bottlenecks.

The Community interest in eliminating a bottleneck is not limited to the benefits accruing just to transport users. There are major implications for energy saving, building, planning, regional development, trade and economic integration. In addition, the reality of the Community as an



integrated unit depends to some degree on a high standard of communications.

Once both the bottlenecks and the Community interest had been identified, the next step was to propose a system of Community financing to do away with them.

In its report, the Commission argues that existing means of financing potential infrastructure projects, such as the Community's Regional Fund, the European Investment Bank, the European Monetary System, and the new 'Ortoli facility' loans, are not flexible enough to do the job.

Interventions under the Regional Fund and the interest relief grants under the European Monetary System, for example, are both geographically limited (in the latter case to Italy and Ireland). Other limitations such as the need for guaranteed financial return (on EIB loans) and the particular criteria governing their use militate against the use of existing instruments.

Thus the Commission has proposed the setting up of a completely new financing system specifically for transport infrastructure projects. This system should be based on certain principles.

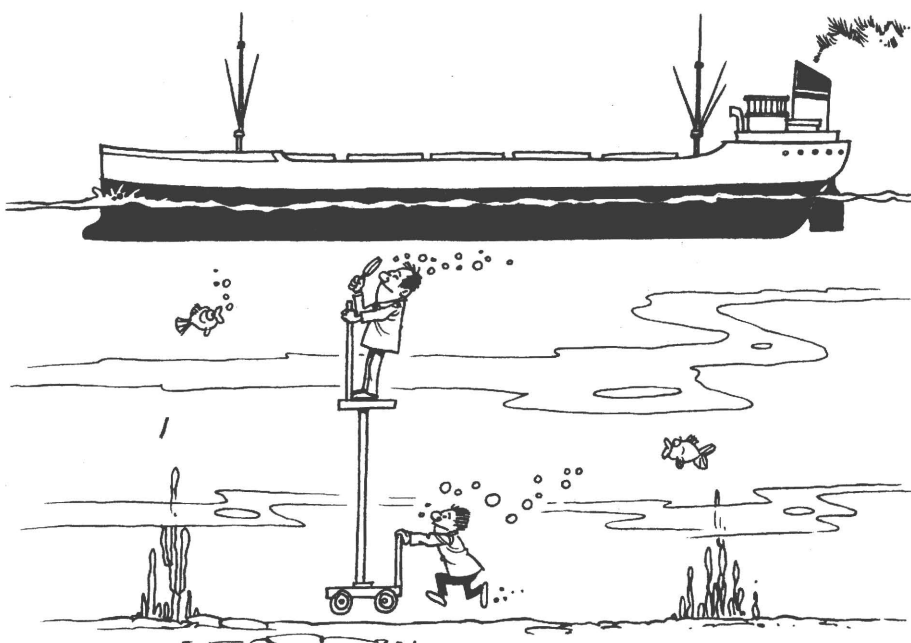
Firstly, the financing of such projects is primarily the responsibility of the national governments or bodies, with Community aid playing a supplementary role.

Secondly, Community aid should be confined to projects which have an established Community interest and which have the maximum chance of success in enhancing this Community interest.

Under the new financing system, Member States would submit projects of Community interest to the Commission and apply for financial support. Although the report gives no indication of the kind of projects which might be accepted, a number of pointers are given.

An average of three projects per year would be chosen, with the Community providing £ 37 million (60 m EUA) in the form of subsidies or interest relief grants. Community support could also take the form of guarantees and loans.

Projects that the Commission considers to merit particular consideration in the first stage include:



- those that are important to trade between Member States (particularly projects that ease the crossing of natural barriers, eg. the Channel Tunnel),

- those that open up isolated areas of the Community,

- those involving links which carry a high proportion of mixed traffic, such as combined road/rail routes.

The next step is for the Nine to approve the new financing system and for each Member State to decide on the projects it wishes to submit.

## Keeping Community waters clear of rogue shipping

The European Commission has proposed new measures to prevent accidents such as the disastrous 'Betelgeuse' tanker explosion in Bantry Bay, South West Ireland two years ago, which claimed 50 lives.

The Commissioner responsible for Community transport policy, Richard Burke, has drawn up a plan under which Member States would identify unsafe ships docking at their ports, inspect them and, if necessary, require any defects to be put right before allowing them to continue on their voyage.

Technical standards governing such features as a ship's construction,

safety and navigational equipment, as well as overloading and pollution prevention, are already laid down in international convention.

These have been drawn up over the years by the United Nations Inter-governmental Marine Consultative Organisation (IMCO) and the International Labour Organisation (ILO). Most Community Member States have ratified at least some of them.

But, to date, checks on whether vessels conform to these standards have been optional. The new Commission proposal, which has to be approved by Community Transport Ministers, would make it compulsory for Member States' port authorities to carry out checks.

Ships docking at a Community port would be required to give the harbour authorities details of the official ship's and crew's certificates and any other documents carried.

Ships would also be expected to inform the authorities of any deficiencies or incidents likely to affect safety and a pilot discovering such deficiencies would also report them.

The port authorities would carry out an inspection if they felt they had clear grounds for suspecting that safety or pollution prevention standards as laid down in any of the conventions were being breached.

If inspection did reveal any deficiency, the authorities would refuse the ship permission to sail until it was rectified.

The Commission proposal also suggests the setting up of a Community information system designed to give Member States up-to-date details of ships approaching their ports. This could include a 'black list' of known suspect vessels.

The aim of the new measures is to send out a firm warning to sub-standard ships everywhere: steer a course well clear of European Community waters.

To widen the range of the new rules, the European Commission is seeking a go-ahead from the Council to negotiate with Norway and Sweden, so that they too clamp down on the rogue vessels.

Hand in hand with port checks on ship safety, the Commission has proposed a series of measures to co-ordinate marine pollution prevention schemes in the nine Member States.

Following the disastrous oil spill from the tanker 'Amoco Cadiz' in March 1978, which brought 223 000 tonnes of crude oil onto the Brittany shore, the Council of Ministers asked the European Commission to work on a Community action programme to reduce and control marine oil pollution.

Further incidents involving the tankers 'Eleni V' and 'Tanio' have further underlined the need for a co-ordinated Community strategy to prevent or at least clean up oil spills.

The new plan, drawn up by the Environment Commissioner Lorenzo Natali, is the first plank in the 'post-Amoco Cadiz' programme.

Firstly, the Commission has decided to set up a consultative committee composed of experts from the nine Member States. The task of the Committee will be to coordinate national and Community anti-oil pollution policies.

It would make recommendations to the Commission on all problems connected with the implementation of the action programme, and, the Commission hopes, become a forum for exchange of information between Member States.

The second part of the proposal is for an information system per se.

The system would comprise a permanent inventory of staff equipment and products for combating marine oil pollution, and a compendium of

national and regional contingency plans.

In addition, there would be a survey of the properties of hydrocarbons and similar products liable to pollute Community waters so that products could be developed to cope with them. It is also planned that there should be a file on all tankers, containing their characteristics and details of any infringements committed.

The Member States are being asked to submit all the relevant information to the Commission which will then go about setting up the system.

Finally, the Commission intends to have a draft legislative proposal ready by the end of the year recommending ways of drawing up contingency plans to combat accidental oil spills.

The draft directive will provide for trial runs to be carried out periodically and for an assessment to be made of the effectiveness of a Member State's contingency plans in the event of a major accident.

It will also specify that joint contingency plans have to be drawn up for areas involving several Member States, such as the English Channel or the North Sea.

The Commission has also proposed that funds from the 1981 Community budget be set aside to finance a number of pilot schemes.

These include the test runs mentioned above, and the establishment of testing centres for pollution control equipment.

## Community air fares to come under the microscope

A study of air tariffs on scheduled flights in the European Community is to be carried out following a meeting in Luxembourg at the end of last month of the nine Transport Ministers.

The request to the European Commission to carry out the study in consultation with national authorities could lead to lower air fares, a long-cherished aim of Transport Commissioner Richard Burke.

Last summer, the Commission approved Mr Burke's Green Paper on air transport which suggested,

among other measures, the opening of existing routes to include other airlines, a rethinking of tariff structures including cheap 'no-frill' fares, and a simplification of administrative formalities that would reduce time spent waiting at airports.

There has been considerable reluctance among longer-established airlines—members of the International Air Transport Authority which determines fares structures—to open up routes to newer operators in Europe such as fare-cutting pioneer Sir Freddie Laker, who is now operating cut-price flights across the Atlantic.

At the time the Green Paper was introduced, Commissioner Burke emphasised that the Commission's aim was not to disrupt existing arrangements; rather it was to start an evolution—and not a revolution—in the industry.

This would, he said, help to give travellers efficient services with prices which are as low as possible and at the same time guarantee the financial viability of airlines.

The study will also take a look at charter fares, but only insofar as it is necessary to compare them with scheduled fares and in order to assess their contribution to the overall revenue of airlines.

Following the Council meeting, Mr. Burke said that he had urged that the study should not be used as a device for delaying decisions, and he reserved the Commission's right to bring forward concrete proposals for Community legislation before the study is complete.

## Role of Parliament

On the first anniversary of its direct election, the European Parliament's President Simone Veil underlined two major roles that it could play in the future development of the Community. The first was to provide thorough political control in the legislative process and the second she saw as promoting itself as a source of initiative and resourcefulness. Mme Veil said that one of the main contributions of the Parliament in the past year has been the fact that the emergence of new political forces on the European scene, which the general public regarded as being hitherto dominated by technocrats, had injected a new dynamism into Community affairs.

## Welcoming the sun together

The nine Member States of the European Community will be switching over to Summer Time on the same day next year, Transport Ministers agreed in Luxembourg last month following a wrangle that has lasted several years.

However, although Sunday, March 29, was agreed as the date to change clocks in 1981 and Sunday March 28 the following year, the Ministers could not agree on a common date for ending summertime either next year or in 1982.

This does not mean that there will be a standard Community time: only that each Member State will change its clocks on the same day as its partners. Because of the geographical span of the Community it would be impractical to have a standard time.

However, the common changeover date will simplify life for air, sea and rail transport operators, as well as travel and booking agencies—not to mention the travellers themselves.

## Community driving licence is en route at last

The European Community will have its own driving licence from the beginning of 1983. It will be issued and recognised by all national authorities except the United Kingdom which, for technical reasons, will not be fully in line with its Community partners until 1986.

From 1 January 1983, all applicants for new or replacement driving licences except in the UK will be issued with the new pink licence, which will replace national licences.

The agreement reached by the Nine's Transport Ministers in Luxembourg represents a breakthrough of considerable psychological significance. As Transport Commissioner Richard Burke pointed out after the meeting, it will be the first personal document issued to the private citizen which bears the words 'European Community' and is issued in standard form throughout the Community.

The practical value of the licence is that if a Community citizen takes up residence in another Member State, he or she will not have to undergo a driving test in order to obtain a new driving licence.

## Ensuring more health protection for workers

Examples of the harmful effects (often delayed) of exposure to certain toxic chemicals appear to multiply daily.

At a recent meeting in Luxembourg, the Nine's Social Affairs Ministers agreed to a new Community law designed to protect workers who are regularly exposed to dangerous substances.

The agreement represents an important step in the implementation of the Community's 1978 action programme on health and safety at work.

The legislation takes the form of a framework directives which requires Member States to take a variety of preventive measures.

Firstly, the Nine will be obliged to monitor the health of workers during the time that they are exposed to harmful substances (especially lead and asbestos).

The Member States authorities will also have to ensure that workers have ready access to information about the dangers and risks associated with the substances with which they work.

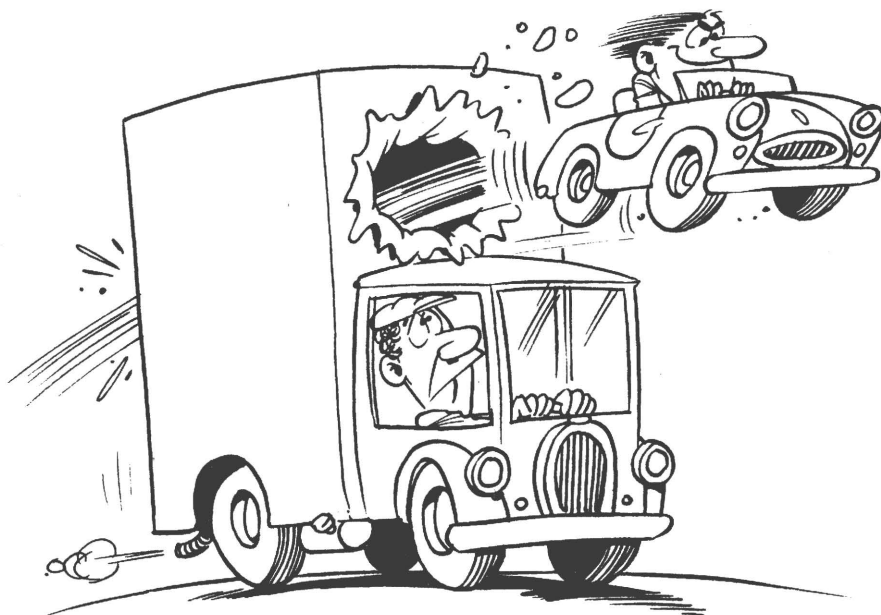
Usage of noxious substances will also be limited as will the number of workers exposed. Strict hygiene, early warning and emergency measures will be required.

The framework directive covers all chemical, physical and biological agents, such as asbestos, arsenic, cadmium, mercury, lead, nickel, benzene and chlorinated hydrocarbons.

Separate directives to cover the details of the particular hazards of each of these substances will be drawn up in due course. A directive on lead is already on the Council table, and another on asbestos is due to be published shortly.

### Job figures grim

The seasonal fall in the number of registered unemployed in the Community between end-April and end-May was around 140 000, bringing the total down to under 6.1 million. However, seasonally corrected figures show an increase.



## Women still second-class citizens, say parliamentarians

Five years after International Women's Year and a major United Nations conference in Mexico City on the situation of women in the world, women are still treated as second-class citizens almost everywhere.

This was the conclusion of a long debate on the position of women in the European Community held during the June session of the European Parliament in Strasbourg.

MEPs argued that the results stemming from a 14-point action programme adopted at the Mexico City conference were highly unsatisfactory. If anything, the lot of women had worsened in the five intervening years, largely because of the world economic recession.



Illiteracy and unemployment among women, especially in the Third World, had increased, it was claimed, and those women with jobs were nearly always less well-paid than their male counterparts.

What needs to be done to reverse the situation? Solutions proposed by speakers ranged from a total re-organization of the world economic structure, through an end to 'sex stereotyping', especially in school education, where textbooks unfailingly portray mother in the kitchen and father leisurely leafing through the sports pages, to some form of 'positive discrimination' in favour of women.

This last was the suggestion of one of the few male MEPs to enter the debate, Wim Albers, a Dutch Socialist.

In the end, the Parliament adopted a resolution drawn up by another Dutch Socialist, Suzanne Dekker.

It called for improvements in training and employment opportunities for women and an end to discrimination in legal, educational and health systems.

An amendment proposed by Shelagh Roberts, a British Conservative suggesting paid paternity leave for fathers with dependent children was added.

The resolution also urges the European Commission to publish statistics on the special structural problems of women's unemployment.

The follow-up to the Mexico City conference is due to be held in Copenhagen from July 14 to 30. MEPs called on the Parliament President, Simone Veil to lead a European Parliament delegation.

Replying for the European Commission, Social Affairs Commissioner Henk Vredeling said that the work of the European Community in improving the position of women in Europe had been far from negligible.

He pointed to three Commission proposals on equality for women in pay, working conditions and social security, and the rulings handed down by the European Court of Justice on equal opportunities.

Commissioner Vredeling hoped that the present Commission would be able to complete work on its action programme for women before its mandate expires at the end of the year.

Finally, he reminded MEPs that finance from the Community's Social Fund was available for schemes to help women at work if only Member States would be more alert to its possibilities.

The European Parliament is to hold a major debate on women's rights at the end of the year.

### Lease extended

The European Parliament's ad hoc committee on women's rights has had its mandate extended until the end of this year.

### Changing faces

Jacques Chirac, the former French Prime Minister who is now Mayor of Paris, has resigned his seat in the European Parliament. He was elected last June and was a member of the European Progressive Democrats group. His seat will be taken by Gerard Israel.

## ENVIRONMENT

### Proposal to eliminate the damage of careless planning

Nobody has to go very far nowadays to see the ruinous effects that industrial and commercial development can have on the environment.

Whether it is an office block spoiling an architecturally-prized city street or a power plant ruining a picturesque country landscape, apparently careless or inappropriate planning is a common feature of all industrialized countries.

A new European Commission proposal which has just been forwarded to the nine Member State governments for approval, aims to reduce the likelihood of economic development causing environmental damage.

The idea, which is not a new one in itself, is for the authorities responsible for granting planning permission to carry out an 'environmental impact assessment' before giving the go-ahead to any project likely to have significant harmful effects on the environment.

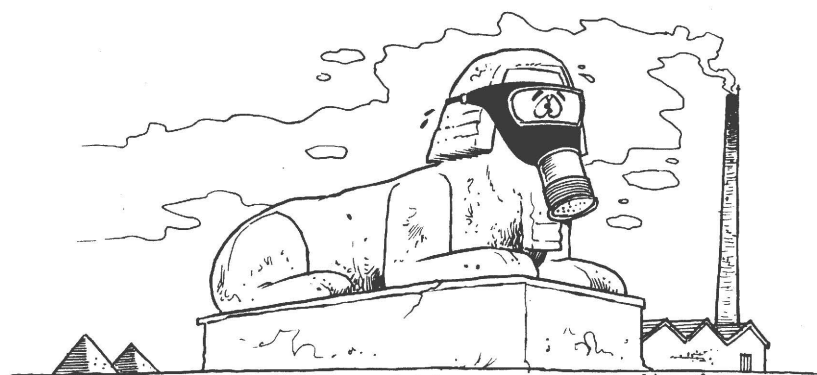
The proposal applies to both public and private industrial, residential, commercial or infrastructure projects, including, for example, power plants, industrial complexes, motorways, airports, mines, various factories or plants, certain agricultural projects and so on.

The environmental impact assessment (EIA) would be carried out by the competent authority in the Member State in cooperation with the developer who is commissioning the project. This is how it would work.

When a developer submitted an application for approval of a major project, such as listed above, he would have to provide:

- a description of the proposed project and, where applicable, reasonable alternatives for the chosen site and/or design of the project,
- a description of the environmental features (e.g. air, water, soil, climate, flora, fauna, architectural heritage and landscape) likely to be significantly affected, including, where appropriate, those in another Member State;





- an assessment of the likely environmental impact on each of these features;

- a description of the measures envisaged to eliminate, reduce or compensate such an impact;

- a review of the relationship between the proposed project and existing land use plans and standards for the area likely to be affected;

- in the case of significant effects on the environment, an explanation of the reasons for the choice of site and/or design of the project, compared with reasonable alternatives having less of an impact.

The competent authority in the Member State would assist the developer in obtaining all the necessary environmental data and would then check that the information was as complete as possible before passing it on to the various other interested bodies for comment.

These might be other government departments, other Member States (where a project in one Member State could affect the environment in another), and of course, the general public. Consultation with the public could take the form of a public enquiry or hearing or contact through elected representatives.

When consultation with all parties is complete, the authority would make the final EIA. On the basis of this, go-ahead for the project would either be granted with or without conditions attached or withheld until changes were made.

The aim of the EIA is not to put environmental considerations above others, but to strike a proper balance between the environmental, economic

and social considerations involved in the implementation of a particular development project.

As different projects will have different effects, the proposed directive sets out three categories of project and two types of EIA, 'full' and 'simplified'.

The first category is for projects which, because of their size or the amount of pollution they cause, are likely to have significant environmental effects under any circumstances. Examples are mining, petrol refineries, nuclear power stations, disposal facilities for radioactive waste, iron and steel plants, chemical plants, foundries and forges, aero engine factories, motorways, inter-city railways tracks and airports. Such projects would have to undergo a 'full' EIA.

The other two categories cover projects such as agricultural land reform projects, drainage and irrigation, oil or gas extraction and storage plants, motor vehicle plants, major projects for industrial estates and so on which are likely to have significant effects only under certain circumstances (for examples, when they reach a certain size or level of pollution) and projects that *a priori* are unlikely to have significant environmental effects but which may if sited in sensitive areas.

For both these categories, it would be up to the Member State authorities to decide whether to demand a full or simplified EIA, based on certain criteria.

The Commission feels that the current system of standards and controls that are incorporated in national planning authorization procedures have been aimed mainly at repairing damage already done.

They have also frequently been limited to pollution control, to specific industries in activities, or to pollution of certain environments, such as air or water.

The inadequacy of present procedures has already led four Member States—France, Ireland, Germany and Luxembourg—to take a more preventive approach, including use of EIA.

The proposed system has a number of advantages over and above the obvious benefits to the environment.

Economically it is advantageous because the cost of preventive action (in other words, minimizing damage beforehand) is lower than the cost of finding a cure later. This benefits both developers, who have to bear the expense of reducing or eliminating pollution, compensating victims and restoring the site, and the general public which is all too often obliged to put up with the consequences of economic development and bad planning decisions.

Developers would also be encouraged by the system to take environmental factors into consideration when planning a project. This favours a more positive approach to environmental protection as well as cutting future 'restoration' costs.

The cost of carrying out the EIA itself is apparently small. Estimates vary between 0.75% and 0.19% of the total cost of development projects. This cost is bound to decrease as know-how increases.

The old adage that 'time means money' is particularly true in the world of major industrial and other development projects. Far from adding to the paperwork and other administrative overheads, EIAs actually tend to cut the time spent by authorities in approving projects.

In addition, through prior public participation and consultation, they can allay the fears of local inhabitants.

The Commission plan aims to introduce EIAs step by step into all levels of administration in the Nine, allowing time for adjustment.

The present proposal is confined to individual projects, but wider development plans, such as land use and regional development plans, could be included later.

## MEPs support move to prevent major industrial accidents

An almost universal welcome was extended to the European Commission proposals designed to prevent Seveso and Flixborough type industrial accidents by Members of the European Parliament at their June session in Strasbourg.

A resolution drawn up by Yvette Roudy (French, Socialist), welcomed the Commission proposal and stressed that individual citizens have a right to be fully informed about all activities and hazards arising from the use of dangerous substances.

It insisted that the nine Member States should have the right to take stricter measures at national level if they thought it necessary. (This point was fully endorsed by the European Commissioner responsible for environment policy, Lorenzo Natali during the debate).

The resolution also encouraged the European Commission to promote research into alternative materials and production cycles which present less risk to workers and the population living in the vicinity of a plant.

During the debate, German Socialist, Lieselotte Seibel-Emmerling said that public information was the most important weapon in preventing a recurrence of such accidents. She claimed that the management of the Seveso factory had kept quiet about the possible emission of the gas dioxin. Local authorities and workers had not known that the factory's production process involved the formation of dioxin, she said.

This is far less likely to occur if the Commission's proposal is adopted. It would require the management at Seveso-type installations to submit a full report of their production process to the local authorities, and an outline of their safety and contingency plans. These would be subject to checks by the authorities.

Other MEPs were less enthusiastic. Nicolas Estgen (European People's Party, Luxembourg) argued that industrial progress could not be achieved without some degree of risk, and that fear and concern were not always sound advisors.

UK Conservative Member Dr Alexander Sherlock claimed that the Commission proposal was 'both poor and late'.

## EXTERNAL RELATIONS

### 1983 reaffirmed as target date for Portuguese entry

Portugal is still expected to join the European Community sometime in 1983. This target date for Portuguese membership was confirmed to Prime Minister Francisco Sa Carneiro during a visit to Brussels recently.

The assurance was given by European Commission President Roy Jenkins despite other statements made elsewhere that tended to cast doubt on the timetable for the entry of Portugal and Spain until a number of internal Community problems were resolved.

Both the Portuguese Prime Minister and the Commission representatives he met in Brussels felt that problems involving the Community budget and agricultural policies should not delay the plans for negotiations for the accession of Portugal and Spain.

Both sides expressed satisfaction at the progress to date in these complex negotiations, which began officially in October 1978 and are now nearing the completion of a first phase devoted largely to a thorough review of all aspects of membership and the possible problems expected to be raised in the negotiations.

The leading Community negotiator, Commissioner Lorenzo Natali said that the important second phase of these talks should begin in the autumn with a goal of completion before the end of next year.

As an integral part of the preparation for Portuguese membership of the Community, the Commission has also just proposed a special grant of some £200 million from the Community to assist Portugal's small and medium-sized businesses to adjust to the forthcoming entry to the Community.

During Mr Sa Carneiro's visit to Brussels, a number of other Commissioners explained additional aspects of joint policies such as industrial and regional programmes.

The Portuguese Prime Minister in recent weeks has undertaken lengthy journeys throughout the Community to consult Governmental leaders about the technical and political aspects of a new Community enlargement.

## THIRD WORLD

### Zimbabwe opens negotiations for Lomé membership

The first round of negotiations for the accession of newly-independent Zimbabwe to the Lomé Convention took place in Brussels on June 26 at the headquarters of the European Commission.

Zimbabwe's Planning Minister, Bernard Chidzero, and Trade and Industry Minister David Smith, held talks with the Commission's Director-General for Development and Cooperation, Klaus Meyer.

The two Ministers are now on a tour of the nine Member States. The Council of Ministers is due to discuss Zimbabwe's application to become the 60th member of the trade and aid pact on July 26th and after this meeting detailed negotiations are expected to take place.

On the very day of its independence—April 18 of this year—Zimbabwe announced formally that it would seek to join the other 59 African, Caribbean and Pacific (ACP) states in the Convention, which was originally signed in 1975 and which was renewed for a further five years this year.

Zimbabwe has a population of 7 million, of whom a quarter of a million are white settlers. The per capita gross domestic product was estimated in 1978 at between \$480 and \$500. The biggest single industry is agriculture, which accounts for 45% of exports. Minerals make up a further 40% and manufactured products 15%.

Indeed, even before independence, the first Prime Minister of the newly-independent former Southern Rhodesia, Robert Mugabe, personally informed Commissioner Claude Cheysson, who is responsible for relations with developing countries, of his intentions.

The Community's Council of Ministers soon afterwards approved of Zimbabwe's application, as did the

joint ACP-EEC ministerial council when it met in Nairobi on May 8.

In anticipation of independence, the Community, as early as January of this year, granted what was then Southern Rhodesia a special arrangement whereby its exports have free access to the Community market until the end of this year.

Once the agreement for Zimbabwe's accession to the Lomé Convention has been signed and ratified the present arrangement will be replaced by the trade and aid terms of the convention.

In addition to granting duty-free access to the Community for all but a tiny proportion of ACP exports, the Convention provides a fund to stabilize ACP export earnings as well as a fund to develop their economies.

In the meantime, the Community, in addition to granting Zimbabwe special access to its market, has drawn up a programme of aid to help the war-torn country to get its economy going fully and to adjust to independence.

The aid package was drawn up in response both to requests from the Salisbury government and also from the United Nations High Commissioner for Refugees.

The European Commission has drawn up a detailed plan for Community aid worth \$16.8 million, two-thirds of which would go to the United Nations programme to help Zimbabweans displaced by the civil war, and the rest for economic reconstruction.

In addition, individual Community Member States are making contributions worth in all around \$53 million, which brings the total initial Community help for Zimbabwe to around \$70 million.

## **Dangers of failure in North-South Dialogue stressed**

Does Western Europe have a stake in the North-South Dialogue, that peripatetic debate between the industrialized and the developing countries which returns to the United Nations building in New York this summer?

This was the main question posed at a two-day seminar organized in Brussels recently by the U.N. in cooperation

with the Belgian Government. It brought together 40 West European MPs from 16 national Parliaments, the European Parliament and the Council of Europe.

The eight speakers included Mario Zagari, a vice-president of the European Parliament, Belgium's Minister for Development Cooperation, Marc Eyskens and Raymond Chasle, the Mauritian Ambassador to the European Community and President of the ACP Committee of Ambassadors.

A former Dutch Development Aid Minister, Jan Pronk, told the seminar he believed that failure to bring the dialogue to a successful conclusion could result in a global conflict.

Claude Cheysson, the European Community's Commissioner for relations with developing countries, also viewed the North-South Dialogue against the growing threat of nuclear war. But he thought the Dialogue was more necessary than ever before on moral grounds also: Western Europe could not remain indifferent to the sufferings of millions in the Third World.

For many of the participants, one of the key points at issue was how the Community's special relations with nearly 60 ACP countries with which it has signed the Lomé Convention might effect its participation in the North-South Dialogue.

Mr Pronk expressed himself in favour of the Convention and of efforts to improve it further. But he wondered whether the Community's close ties with the ACP countries were not holding back the Dialogue.

He noted that Community membership of the International Sugar Agreement, for example, was opposed by some because of its possible unfavourable effects on the Community's commitments to the sugar-producing ACP countries.

Ambassador Chasle did not share these fears, however. In the case of sugar, for example, he maintained that the Community had merely taken over Britain's historic obligation to Commonwealth producers.

He noted that, as an important segment of the developing world, the ACP group was very much concerned about the prospects for all developing countries.

However, he pointed out that, in the absence of an ideal new international

economic order, the ACP countries looked to the European Community for co-operation in specific sectors.

Commissioner Cheysson challenged the view that regional solutions, such as the Lomé Convention, are in contradiction with the global or international solutions being sought through the North-South Dialogue. He saw the two as complementary and suggested that regional solutions were perhaps easier to arrive at because participants often were more strongly motivated.

But the Commissioner was categorical about the need for global solutions also. He warned, in fact, that if the North-South Dialogue failed to make progress then the future of Lomé and other regional solutions was bleak indeed.

## **Development aid: making sure it reaches the needy**

European Community aid to countries which flagrantly violate human rights should be based on a 'more systematic and less covert' approach, according to a resolution adopted by the European Parliament during its recent session in Strasbourg.

The resolution was contained in a report drawn up by French Socialist MEP Gérard Jaquet on the situation in the Central African Republic where 'Emperor' Bokassa was overthrown last year.

MEPs welcomed the fact that the European Commission had based its decision to give aid on the principle that it should be used to benefit the local population. The resolution also congratulates the Commission on its prompt action in drawing up its £186 000 emergency aid plan.

It reflects the European Parliament's wish to see genuine democratic procedures instituted in the Central African Republic as soon as possible with the full participation of the population and without any external military intervention.

Development Commissioner Claude Cheysson told MEPs that to prevent Community aid being diverted to benefit dictatorial regimes rather than the populace, the Commission was relying increasingly on non-governmental organizations such as the Red Cross and Oxfam to channel aid to the right places.



## LETTERS TO THE EDITOR

### Energy tax

Sir,

I hasten to assure Mr Sephton, Transport General Manager of the City of Lincoln, whose letter you published in your *Euroforum* 9/80 (suggesting that a Community energy tax could be used to boost investment in public transport — Ed.) that no sector is excluded from the Community support which I have in mind. Such a scheme would give us the possibility of increasing investments in all kinds of projects which could help us get away from too much dependence on oil. Big user of oil-based fuels as it is, transport could have a part to play.

Guido Brunner,  
Commissioner for Energy.

### Retired folk

Sir,

It was gratifying to read the somewhat timely article 'Retirement: time for a change of attitude' in *Euroforum* No 9/80.

The EC will, in my opinion, soon experience a 'retirement explosion'. This will be due to its ageing population and falling birthrate—to the introduction of new technology—to rising unemployment—and to the demand by trade unions for earlier retirement.

The time is ripe not only for a change of attitude; it is ripe for action, particularly in respect of money and publicity. May I therefore at this stage make just three suggestions to members of the European Community institutions (especially Members of the European Parliament) and anyone else interested. We should press for:

1. Nomination of a Community Centre to be responsible for the coordination of Research into Pre-Retirement and Retirement and its associated publicity.

2. Funds to be allocated to enable tutors in 'Preparation for Retirement' to be trained (Perhaps someone can tell us if the European Social Fund will consider applications?).

3. Fellowships to be awarded for projects in 'Successful Retirement' or 'Active Retirement' on the lines of the campaign by Fondation de France launched in 1975 (The publicity would generate the much-needed public awareness).

My belief is that these three things will help to raise the quality of life of at least 40 000 Community citizens.

Isn't this what the Treaty of Rome is all about?

Tom Moore,  
Senior Lecturer  
Thames Polytechnic  
Woolwich, London SE18

Sir,

We should like to draw to your attention the fact that, in trying in No 9/80 of *Euroforum* to describe the essential features of a certain aspect of welfare, you provided information which does not correspond exactly to the facts.

'Early retirement' has been in existence for a long time in Belgium. Workers aged 60 and over can apply for early retirement but the amount of their pension is then definitively reduced by 5% for each year taken.

There is another arrangement, called 'prépension'. This is what you describe in your article, but the person concerned is neither a pensioner, nor is he in early retirement—he has been

pre-pensioned. This status entitles him to a higher income than the full pension he will receive when he is 65.

Hence there is a distinct difference, from the legal and monetary points of view, between being in early retirement and being 'pre-pensioned'.

J. De Nooze,  
Centrale générale FGTB,  
Rue Haute, 26-28,  
1000 Bruxelles.

Sir,

I very much enjoyed reading the article entitled 'Retirement: time for a change of attitude', which appeared in *Euroforum* No 9/80.

Keep up the good work!

Robert Cappe, General Secretary,  
Retirement Section  
Fédération FO des Cheminots,  
60 rue Vergniaud  
75640 Paris.

### Naturist beaches

Sir,

Our attention has been drawn to a recent article in *Euroforum* 6/80 which, although obviously intended to provide some light reading for All Fool's Day, nevertheless provides some food for thought.

Out of the countries of the Community which have a coastline, only Belgium, Italy and Ireland have no beaches where nude bathing is officially permitted. Whilst we appreciate that this must to some extent depend upon local custom and the interests and prejudices of a local population, we would welcome a harmonization of the laws concerning such beaches. Not only would this encourage international tourism, but it would make it possible for citizens of the various Member States to know exactly where they stand. In some countries, particularly my own, the present situation can only be described as chaotic.

In countries that have legalized nude bathing in certain areas, it has not been found that the beaches concerned have become magnets for sexual perverts and voyeurs. Instead, the beaches have given many hours of innocent pleasure to countless families whose mental and physical health has benefited as a result.

To some extent, a similar situation exists regarding naturist clubs inland. In some countries they are well-recognized as organizations which have their specific part to play in building up a healthy nation, and receive State and local subsidies as a result. In other countries they have no official recognition and, in fact, are in some cases in some doubt as to whether their activities are truly legal according to that country's laws.

As the international organization linking together the naturist federations not only within the Community but worldwide, we should be very pleased to discuss our problems and make appropriate proposals to the European Commission at any time.

Alan McCombe,  
First Vice-President,  
International Naturist Federation  
33A Upper Oldfield Park  
Bath BA2 3JX.

## UK contribution

Sir,

Sorry, Mr Barton (UK Contribution, *Euroforum* issue 10/80, letters section)! You've got it wrong. The EEC already has its own resources. They consist of customs duties, agricultural levies, and up to 1% of the VAT base as defined in the Sixth Directive. And that financing cannot be changed without ratification in all Member States' legislatures. The problem with the EEC is how those funds are spent.

What the UK objects to is the fact that nearly three-quarters of those funds go to buy up surplus farm production, the price of which is so high that the consumer won't touch it—nor even needs it. Those surpluses just happen to arise in every EEC country except the UK. Thus the UK has ended up being the largest net contributor to the EEC budget, even bigger than Germany.

The budget and farm prices are inextricably linked: the former is in such a mess because of the latter. And may I remind you that the EEC is already living from month-to-month because the European Parliament threw out the 1980 budget on the very grounds that too much was being spent on agriculture—and, in particular, paying for surpluses—and too little for other purposes.

What the UK wants is a fundamental reform of the CAP to ensure that the open-ended commitment of the EEC to support its farmers is ended. The role of Europe's farmers can then be reduced to its proper proportion—the production of food according to the Community's needs; then, Community funds can indeed be allocated to need, not to politics. The trouble is that, at the moment, there is only one political force with any clout in the EEC and that is the farmers.

R.W. Dean,  
83, Longland Drive,  
London.

## Euroforum cartoons

Sir,

I believe that most Englishmen, had they the opportunity to pass a judgment, would subscribe to my view that the best thing about the EEC are the anonymous cartoons which appear in '*Euroforum*'.

Montague Keen,  
Editor,  
British Farmer and Stockbreeder,  
Surrey House, 1 Throwley Way,  
Sutton, Surrey.

*The editor and the cartoonist, Terry Willers, express their thanks for this and the many other similar appreciative and encouraging letters.*



Sir,

May I, on behalf of dog-owners in the EEC, express my amusement at the antics of 'Eurodog' as portrayed by your cartoonist. I refer particularly to pages 7 and 15 (but not 5) in

*Euroforum* 10/80. Readers should be invited to suggest a name for him!

T. J. Bennett,  
2 Annen Court,  
Ave Maria Lane,  
London EC4.

*Why not? All suggestions welcome. Ed.*

## Greece

Sir,

In No 5/80 of *Euroforum* it is stated: 'Greece and Turkey... have had running disputes over the islands of Cyprus, their rights in the Aegean and over other islands in the Mediterranean'.

Leaving aside Cyprus and the rights in the Aegean (for the sake of brevity) one cannot help wondering which are these 'other islands in the Mediterranean' over which Greece and Turkey 'have had running disputes', given the fact, that neither country has officially questioned the territorial rights recognized by treaty over any Aegean island.

A. Kastrissianakis,  
College of Europe,  
Dyver 11,  
8000-Brugge.

Sir,

In *Euroforum* No 5/80, on page 3, reference is made in an article on Yugoslavia to Mr Jenkins' voyage 'to that Land of Alexander the Great'.

The warm feelings for the land of the late President Tito should not prevent me calling attention to the fact that these words include an anachronism and a confusion, both of the same dimension.

Anachronism: In the 4th Century B.C. there were no Slavs at all and, of course, no Yugoslavia in the region.

Confusion: Pella, the home of Alexander, is located in the Greek province of Macedonia which has no relation whatsoever with the Federated Republic of Yugoslavia which assumed the same name.

Prof. Ph. Francescakis,  
Director,  
Centre of International  
and European Economic Law,  
Thessaloniki,  
Greece.



## THE NEWS AT A GLANCE

### Plea for Shcharansky

The European Parliament has called on the Council of Ministers to urge the Soviet government to release the dissident Anatoly Shcharansky and allow him to be reunited with his wife in Israel. Shcharansky, who has been in prison for three years and faces another 10 years' detention with hard labour for his fight for human rights, is in poor health and is suffering particularly from serious trouble with his eyesight.

### Help for refugees

The European Parliament has called on the Nine to make arrangements for homes to be provided for Kampuchean children whose parents cannot be found. It also calls for greater efforts to be made to unite families, either in Kampuchea, in the refugee camps or in the West. A motion approved by the Parliament during its last session also urges measures to prevent the exploitation of refugee children.

### Beef ban

The European Commission has cancelled Community subsidies on beef exports to the Soviet Union until the end of this year. This action is part of a general Community policy adopted early this year following the Soviet invasion of Afghanistan.

### Disappointment for travellers

A meeting of the Council of Ministers for Taxation, which was due to take place in Luxembourg on 19 June, has been postponed and no new date has been set. The Ministers were to have discussed, among other things, Commission proposals for an increase in duty-free allowances for travellers (*Euroforum* 11/80).

### Freedom call

The European Parliament has condemned recent acts of violence in South Africa, has reiterated its support for civil rights there and has called for the release of Nelson Mandela and other African National Council leaders.

### Chinese visitor

Madame Deng Yingchao, widow of the late Chinese President Zhou Enlai and currently vice-president of the National Congress of the People's Republic of China, last month paid an official visit at the head of a Chinese delegation to the European Parliament. During the parliament's plenary session she met its President, Simone Veil, as well as Commission President Roy Jenkins, who paid a similar visit to Peking last year.

### Fighting poverty

The European Parliament has criticized the failure of the Council of Ministers to give the Commission the green light for the implementation of a £5.4 million interim programme to combat poverty in the Community. In a resolution adopted at its June session, it called on the Council to change its mind and to ensure that the programme can begin next year.

### New leader

The Communist and Allies Group in the European Parliament has elected a new leader, Italian Guido Fanti. He succeeds as chairman Giorgio Amendola who died recently after a long illness.

### Trade talks open

The first round of negotiations between the Community and the Andean group aimed at the conclusion of a framework cooperation agreement opened in Brussels last month. The Andean group is made up of Bolivia, Colombia, Ecuador, Peru and Venezuela. Two-way trade between the Community and these five countries last year was worth around £3 000 million, with the Community enjoying a surplus.

### Kreisky in Brussels

External Relations Commissioner Wilhelm Haferkamp had talks recently with Austrian Chancellor Bruno Kreisky. The talks ranged over the general international situation before getting down to relations between Austria and the Community, particularly in the agriculture and transport sectors.

### Prize for Greece

The Council of Europe's annual prize for temporary archaeological exhibitions, which this year was financed by the Bank of Ireland, has been awarded to the Thessalonika Archaeological Museum for its exhibition 'Treasures of Macedonia', the region of Greece which produced Aristotle, Phillip II and Alexander the Great.

### Back to the table

Talks between the European Community and the Soviet bloc Comecon are to be renewed at expert level in Geneva on 16 July. The Commission's Vice-President responsible for External Relations, Wilhelm Haferkamp, has already had a number of meetings with the Comecon Secretary-General Nikolai Fadeev, to discuss trade matters.

### Aid for Afghanistan

The Community is to send 500 tonnes of butteroil as food aid to Afghan refugees in Pakistan. The aid will be channeled through the United Nations High Commission for Refugees, which has estimated that there are currently 900 000 Afghans in Pakistan seeking refuge from the military conflict in their occupied country. Their total butteroil requirements have been put at almost 5 000 tonnes, of which the Community is expected to supply half.

### Employment grants

First grants from the Community's Social Fund for 1980 amount to £260 million. The bulk of this first tranche is devoted to employment projects in Italy, France, the United Kingdom and Ireland.

### Glowing results

Coal continues to make a steady comeback. Its share of the Community's total energy demand last year rose from 18.7% to 19.4%. Coal consumption was around 7.4% higher than in the previous year and domestic production was also marginally up.

## Convincing ourselves that solar energy can really work

In the wake of the thunderstorms which have swept most of Europe during the past few weeks, the potential of solar power as an alternative source of energy may have begun to seem almost irrelevant to our overall energy requirements.

Nevertheless, Energy Commissioner Guido Brunner, who has been in the vanguard of the promotion of alternative sources, reckons that between 5 and 7 per cent of the Community's total energy consumption could be met by solar power by the end of this century.

Already, the Community is well on the way to starting production of its own solar power. An installation called Eurelios, which is backed by Community funds, is near completion in Sicily and is expected to be ready to go into operation in November.

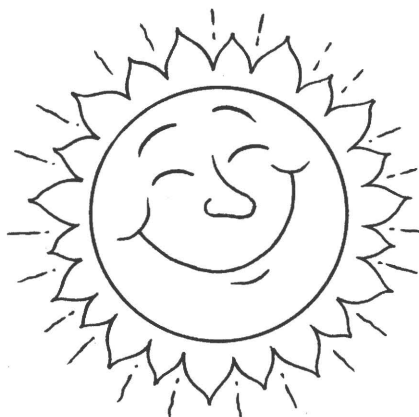
This first Community solar energy pilot plant will concentrate solar rays onto a steam generator which is located on the top of a 55 metre high tower. The steam will then drive a turbogenerator which will transmit electrical energy into the Italian national grid.

The Eurelios plant, which is the first of its kind in the world to be connected to the public electricity distribution network, will have a capacity of 1 megawatt.

This promises to be an encouraging start to the development of a source which could help reduce our dependence on costly imported oil. For example, if we reach Commissioner Brunner's target by the year 2000 we would save 130 million barrels of oil.

But will solar energy catch on? Even if the technology can be perfected, is the European public, resigned as it is to unpredictable weather, ready to accept the possibilities of solar power?

This was the subject of a seminar held recently in Brussels which was backed by the European Commission and the United States Department of Energy. The theme was 'Non-technical obstacles to the use of solar energy.'



That title seems to imply that the technical obstacles have already been overcome. According to one representative of the US Department of Energy, that is the case. Solar systems that work can be built.

The snag is, though, that it is not cheap; the equipment is very expensive. Solar power is not the poor man's new source of energy. Nor is it a quick and easy replacement for oil, gas, coal or nuclear power.

What emerged clearly from the seminar is that what is holding back the more widespread use of solar power is not only the high cost but also ignorance among the general public about its potential, uncertainty about the technical mastery of this new method of deriving energy, legislative obstacles such as the difficulty of getting planning permission for a building adapted to solar power, and the reluctance on the part of some utilities to accept solar power as

a valid contributor to their supply lines.

Not unexpectedly, one of the biggest single barriers to the breakthrough to the solar energy consumer is that it is difficult to persuade people, particularly those who live in Northern Europe, that solar energy can still work in the spring and the autumn.

This is because information about this new source is often either totally lacking or is too technical for the average person to digest. It was therefore urged at the seminar that public authorities should launch widespread information campaigns.

Whatever about the obstinacy of public opinion, the consumer will never be convinced unless solar power can be made cheaper. There is something of a vicious circle here because the reason that it is not cheap is that the size of the market does not at present justify large-scale investment.

To break through this circle, a number of speakers at the seminar favoured more public investment to encourage research into ways of producing cheaper equipment, and at the same time making finance available at special low-interest rates for businesses or private individuals who are interested in installing the collectors needed to harness the rays of the sun.

Speakers also felt the need to ease planning regulations so that, for example, a solar energy house—which cannot be built in the shade—could be built in a lofty position where no building is allowed at present. Bureaucratic obduracy was seen as a barrier in this regard, as well as in other areas.

None of these problems are, of course, insuperable, but it will take time. Meanwhile, we can console ourselves with the words of the song 'Somewhere, the sun is shining.'

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