

# Euroforum



Technology - Go-it-alone policy means Nine take a back seat. See page 3.

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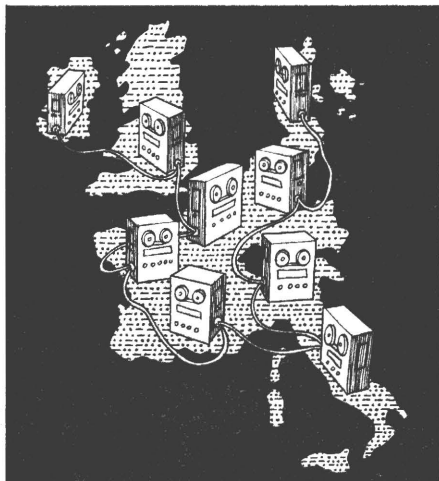
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## Go-it-alone policy means Nine take a back seat

One area of California is so popular with high-technology electronics and microchip companies that it has been nicknamed 'Silicon Valley' after the indispensable ingredient of these astonishing new products.

Although the modern world has perhaps grown weary and suspicious of the endless series of technological 'revolutions' in recent years, there is hardly any denying that the pioneers of Silicon Valley and their followers all over the world have indeed set in motion some fundamental changes affecting everyday life.

The miniaturization of electronic components through the development of mass-produced wafer-thin silicon chips of so-called integrated circuits have become as important as electricity, computers, transistors and other past technological discoveries.

Just because modern inventiveness moves so quickly nowadays, bringing amazing new processes with blazing rapidity, should not mean that these innovations are less worthy than those of the past.

The fact remains that the new micro-electronics industries can produce silicon chips containing 100 000 transistors on a surface about the size of a small insect's wing. A few chips assembled on a printed circuit board can perform as many operations as a room-sized computer 20 years ago, which was no mean achiever itself.

The first dramatic impacts of this new technology have been felt in the office or factory, where smaller and more clever systems take over the role of other machines, and even of workers. But this wave has created upheavals in the consumer product field as well with new gadgetry that ranges from labour-saving appliances to toys.

There is no equivalent of California's Silicon Valley in Europe. Europe's two biggest makers of integrated circuits are Philips of the Netherlands and Siemens of Germany but they are no higher than 10th and 17th respectively in the world ranking of such producers, behind the larger American and Japanese competitors.

As a result, much of Europe's market for such devices is supplied by American manufacturers. These have been turned out not only in Silicon Valley but also in new factories which these American firms have built in Europe.

In addition, Japan's largest computer company has also just announced plans to build a large new factory outside Dublin to mass-produce integrated circuits, and another Japanese firm which already has a plant in Ireland is considering setting up another in Scotland.

The consequence of this competitive edge by American and Japanese firms is that the European Community clients for these products purchase 65% of their integrated circuits outside the Community and are even more dependent on imports of the most advanced digital circuits. This, according to a just-released report by the European Commission in Brussels, amounted to a trade deficit bill of £ 162 million in 1979.

It also means that European industry is thought to be about two to four years behind in the production of these items and is lagging considerably behind in the lucrative world market estimated to be worth about £ 35 000 million in the 1980-84 period.

The Commission's report states that not only will European firms lose out in the competition for these direct markets, but that the whole ability of virtually all other industries 'from machine tools to cars, from toys to telecommunications' will be affected by the application of this new lowcost technology.

It's not because Europe has not been trying to stay in this technological contest. As a matter of fact, individual Community member governments—in Germany, France, the United Kingdom and Italy—spent an estimated £ 216 million from 1974 to 1979, while Japan and perhaps the United States may have actually spent less in public funds in their support programmes.

The reason these other countries have obtained more for their money, according to the Commission study, is that these European plans are fragmented and designed to improve the position of separate national manufacturers, sometimes through licensing or joint ventures with American firms.

In an attempt to overcome this disadvantageous situation, the Commission has for the past four years been consulting government and industry experts to come up with a strategy to allow European industry to benefit from this new revolution.

This strategy has to be aimed at creating jobs in the Community to manufacture such products or else risk losing jobs by importing the labour-saving devices from outside.

It won't mean spending vast new sums of money to sustain the build-up of the Community industry, although it is estimated that it will cost some £ 60 million during the four-year period from 1981 to 1984. But what is called for is a plan to break old habits of Member States working against each other rather than cooperating.

First, the Commission plan calls for the creation of a databank to help point to all possible ways of cross-frontier Community cooperation. Specific research should also be done by universities and other institutions in the promising new field of designing by computer rather than manually. The most urgent part of the plan, however, is the need to create a unified European market for the machines and equipment used to supply the new technology.

The funds to be dispensed under this programme should be carefully considered so as to stimulate the output of commercially useful products or techniques. Therefore, close cooperation should take place with the eventual end-users in several Community countries so that a definite Community-wide demand should be assured before a commitment is made.

In a related plan, the Commission is also recommending to the Council of Ministers that instead of continuing to reserve virtually all the national markets in the Community countries for telecommunications equipment for domestic suppliers, at least 10% of public purchases for such equipment be opened up to competition from manufacturers in other Community countries.

This particular telecommunications market has been rising rapidly to the point where world purchases of traditional equipment alone in 1977 were estimated at about £ 4.4 million. What is important again in this specific sector is for European companies to expand their share of their own Community market instead of remaining confined to their own countries. This would enable them in turn to be more competitive on the international market beyond the Community for the new low-cost efficient technology to support new services ranging from electronic mail to videotext and datacommunications by satellite or other devices.

What the Commission says is needed in these exciting new fields is nothing less than a 'new leap forward' just to keep abreast of the new technology and its world competitors.

## Can machines help overcome the language barrier?

Many of us have some knowledge of a foreign language. Some people even know two or three. But very few have even a smattering of six. So, with Danish, Dutch, English, French,

German and Italian all being official languages of the Community, it's not surprising that one-third of all the people employed by the European Commission and one-half of the European Parliament's staff are working full-time to overcome the language barrier.

They're interpreters, translators, revisers, experts in terminology, specialist legal revisers—and the corresponding management staff. Official texts have to be translated, dictated, typed, revised, typed again, printed and then distributed—all in six languages. In this way, in theory at least, everyone should be able to express themselves in their own language and yet be sure of being understood.

But all this takes time. It limits the scope for taking urgent action, and can cause considerable delays in the passage of Community business. It also takes a sizeable chunk out of the budget—40% of all administrative expenditure.

With the prospect of Greece joining the Community in January and Spain and Portugal likely to bring the number of Member States to 12, the Community's translation problems become nightmarish: interpreting to and from nine languages at a meeting will need at least 30 people—twice as many as at present.

The recent report of the 'Three Wise Men', three independent experts consulted by the Commission, estimated that total translation staff will have to be increased by half in order to cope with nine languages.

With problems like these in mind, the Commission launched an action plan

at the end of 1976 to facilitate the transfer of information between European languages. One of the most promising possibilities seemed to lie in introducing computer technology into multilingual activities and moving towards automating the translation procedure as far as possible. The Commission now has a terminology data bank, Eurodicautom, for instance, and machine-readable dictionaries for computer-aided or human translations.

When the Euronet network was set up earlier this year with the aim of bringing data banks from all over the Community within easy and inexpensive reach of individual subscribers, the Commission began experimenting with a machine translation system, SYSTRAN, to see to what extent technical and scientific translations could be handled by machine.

A first, experimental version in the English-French language pair was tested in 1976, and a second test, on specialised agricultural texts, in 1978. After revision, it was found that the intelligibility of the machine-translated texts was exactly the same—98%—as for the same texts translated 'by hand'.

However, the old joke about the machine which was asked to translate the famous saying 'The spirit is willing but the flesh is weak' and came up with the nonsensical 'The alcohol is a volunteer, but the meat is flabby' still holds some truth. Revisers found it difficult to follow the logic of mistranslations made by the machine, and this meant that the cost in time needed for revision was much higher for machine translations.

Perhaps the most encouraging aspect of SYSTRAN was the scope revealed for improvement: between the first evaluation and the second, the average intelligibility of machine translations rose from 45% to 78%. Though SYSTRAN will continue to be available through Euronet in the scientific, technical and transfer of know-how areas where it is most useful, it is too limited for the Community's wider needs.

Experience with SYSTRAN has encouraged the Commission to proceed with a much more ambitious research project—EUROTRA. A group of experts brought together by the Commission in Luxembourg in 1978 decided unanimously on the need to create and operate at Community level a truly European machine translation system.



The technical specifications have now been drafted and CETIL, an international working party set up to advise the Commission, now feels that EUROTRA could work. A proposed five-year research and development programme and a second action programme are both a present being considered by the Council of Ministers.

If it is developed successfully, EUROTRA will translate a given text simultaneously into all Community languages—though human post-editing will still be necessary in many cases.

The problems of multilingualism are also a subject of serious concern to the European Parliament, where all debates and documents have to be interpreted or translated into the present official Community languages.

A report has just been adopted by the Parliament recommending that a special committee should be set up to study the problems arising from the multilingualism of the Community.

Among other things, it will examine the legal framework within which 'official' and 'working' languages can be used, and monitor methods of limited translation—for example, the translation of certain less important or urgent documents into certain languages only.

They'll also be considering Community policy towards minority languages, and the possible use of an intellectually-constructed language like Esperanto. One particularly important area of activity will be to monitor the progress of the Community's research into machine translation.

#### Fair trading

During the past decade, fines totalling just over £7 million have been imposed on firms which infringed the Community's competition rules, the European Commission has revealed in reply to a European Parliament question. In general, the firms involved in breaches of the rules, which are designed to promote fair trading conditions, have paid up; only in two cases out of a total of 100 did the Commission have to start proceedings to enforce payment. The Commission has still to collect the largest fine so far imposed, amounting to more than £4 million: this is currently the subject of an appeal. In addition, around £29 000 is outstanding from five firms which became insolvent.

## THE ECONOMY



### Industrial production continues to give cause for concern

The downturn in industrial activity in the European Community appears to have gathered momentum in recent months as a result of a sharp fall in production in the second quarter of this year.

On the basis of provisional returns from eight of nine Member States (the exception is Ireland), the unadjusted index of industrial production is estimated by Eurostat, the Community's Statistical Office publication, to have reached the level of 121.7 (1975 = 100) in June, which is a fall of 0.1 per cent on the corresponding month of the previous year.

This compares with year on year increases of 3.9 per cent in December 1979, 3.6 per cent in February last, and 2.3 per cent in April.

According to Eurostat, the view that industrial gloom is deepening is further supported by examining the quarterly movement of the unadjusted index, which shows growth falling from 5.2 per cent in the third quarter of last year, to 4.1 per cent in the fourth quarter to 3.9 per cent in the first quarter of 1980 to a mere 1 per cent in the second quarter.

All Member States with the exception of Italy (up 2.1 per cent) experienced a fall in short-term growth between May and June of this year, ranging from a drop of 0.3 per cent in Germany to 4.3 per cent in Denmark.

Not surprisingly, businessmen continue to be more and more pessimistic. In July, the indicator which measures the business climate fell by 5.5 per cent. The indicator, which

is measured by production expectations and stocks of finished products, showed that the majority of chief executives who expect industrial production to fall in the months ahead rose by 6 per cent in July, an increase similar to June. At the same time, those considering their stocks of unsold goods to be above normal increased by 5 per cent.

Order books are also showing more blank pages. The number of top businessmen who consider their order books to be emptier than usual increased by 7 per cent and those whose export expectations had deteriorated rose by 6 per cent.

Inflation continues to afflict all Community countries. Based on returns from eight Member States (again Ireland is the exception) the consumer price index for the Community rose by 1 per cent between June and July.

Price rises varied from 0.2 per cent in Germany to 1.8 per cent in Denmark. Over a 12-month period, prices rose by 13.7 per cent for the Community as a whole, ranging from 5.5 per cent in Germany to 21.7 per cent in Italy.

In spite of a continuing high level of unemployment—around 5.9 per cent—, civilian employment actually increased by 0.8 per cent last year, according to the latest Eurostat figures. Between 1974 and 1979, the working population increased by 3.1 per cent, even though the total population increased by only 1 per cent.

However, male employment remained static over this period, while the number of women in work increased by 5 per cent.

In the same period, employment in the services sector grew consistently, while jobs in agriculture and industry became fewer. For 1979, 54 per cent of all jobs were to be found in the services sector, 39 per cent in industry and 8 per cent in agriculture.

## ENERGY

### Commission seeks more oil technology research finance

The European Commission has asked the Council of Ministers to allocate some £16.8 million during 1980-82 to support a further 34 technology projects in the oil sector.

This support is designed to encourage technological developments directly related to the finding, exploiting, storage and transport of hydrocarbons and which could improve the security of the Community's energy supply.

This is the sixth year of a scheme first launched in 1974. Rate of support varies between 30 and 40 per cent of the total cost of the project. Between 1974 and 1979 some £110 million has been distributed in support of 168 projects.

The new list of selections, which the Council is asked to endorse, includes five enhanced recovery projects which, if successful, could considerably increase Community reserves, as well as a number of projects on production in marginal fields, improvement in seismic data and interpretation, and advances in underwater construction and maintenance.

### Lighting the way towards new energy sources

In a bid to help the nine Member States to cut down on their use of energy, the European Commission is to spend around £16 million on a new series of projects demonstrating energy-saving techniques.

The aim of the projects is to demonstrate the feasibility of a wide variety of imaginative concepts, ranging from energy conservation in a Venetian hotel complex by the combined production of heat and electricity to using heat from the main sewer in the university city of Oxford to run a heat pump in one of the colleges.

Among the other ideas are a pump to heat Iona Cathedral in Scotland which uses sea water; a system of recovering waste heat from a sulphuric acid plant and using it to heat 15 000 homes in Rouen; the recovery of gaseous hydrocarbons which are at present lost to the atmosphere when road petrol tankers are being filled; the installation of solar-powered air conditioning, heating and sanitary requirements at a service station in Italy; and supplying heat on an industrial estate in Modena which will be obtained by burning some of the city's domestic waste.

The Commission will pay up to 40 per cent of the total costs of the 60 projects which were selected from more than 300 submitted. A first series of grants made two years ago amounted to £12.6 million.

### Europeans beginning to reduce dependence on imported oil

Calls for energy conservation which the European Commission and other authorities have been making to the public since the oil crisis plunged us into recession seem to be finding an echo at last.

Figures just released show that, up to mid-August, the Community's imports of crude oil and oil products this year were 12.5 per cent lower than in the same period last year.

In bulk terms, it is estimated that for the first nine months of this year imports amounted to 313 million tonnes, 44 million tonnes less than in the same period of 1979.

The figures gave particular satisfaction to Energy Commissioner Guido Brunner, who has been in the vanguard of the campaign to conserve energy and especially to reduce the Community's dependence on imported oil.

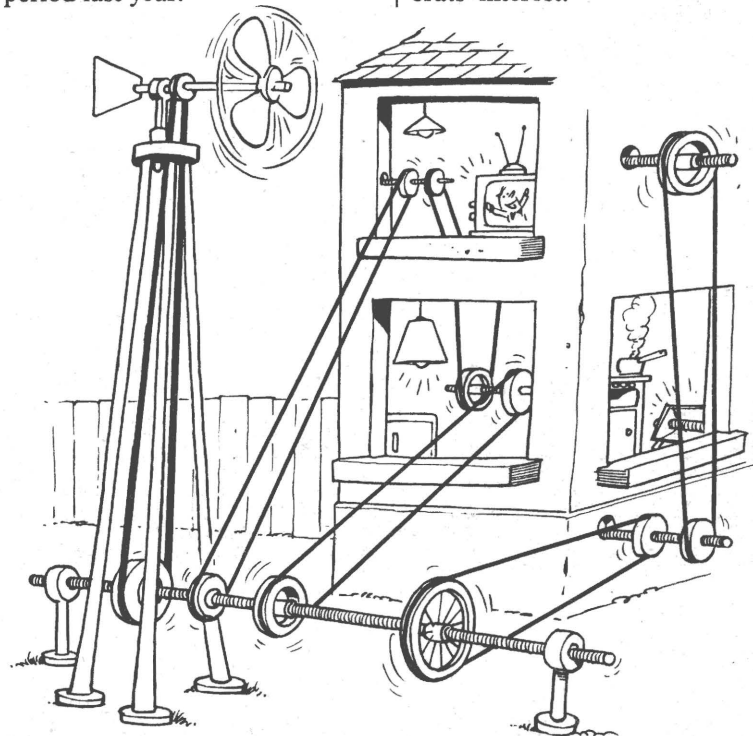
He described the results as 'a striking success for the Community as a whole, proving not only the readiness on the part of the ordinary citizen to save oil, but also the success of Community efforts to coordinate the Member State's energy saving measures.'

Mr. Brunner said that, on the basis of the current figures, the Community will easily undershoot the target of no more than 472 million tonnes of oil imports this year, but he stressed that this was not an excuse for everyone to relax.

He warned that an even greater effort would be needed if the Community is to fulfil its declared intention to reduce its oil dependence from 54 per cent to 40 per cent of its energy requirements by 1990.

But he added hopefully: 'Europe is beginning to grasp the fact that the era when we could waste energy is gone.'

Mr. Brunner is currently on personal leave from the Commission to enable him to participate in next month's German elections in the Free Democrats' interest.



## Airbus to a bright future for Europe's aerospace industry

The recent commercial history of Europe's civil aircraft industry has been a patchwork of alternating success and failure. While European aircraft have held their own at home, with some modest successes such as the British BAC 1-11 and the Trident, the French Caravelle and the Dutch F-28, on the world market, and particularly in the US, they have consistently failed to make a genuine impression in competition with the US giants, Boeing, McDonnell Douglas and Lockheed.

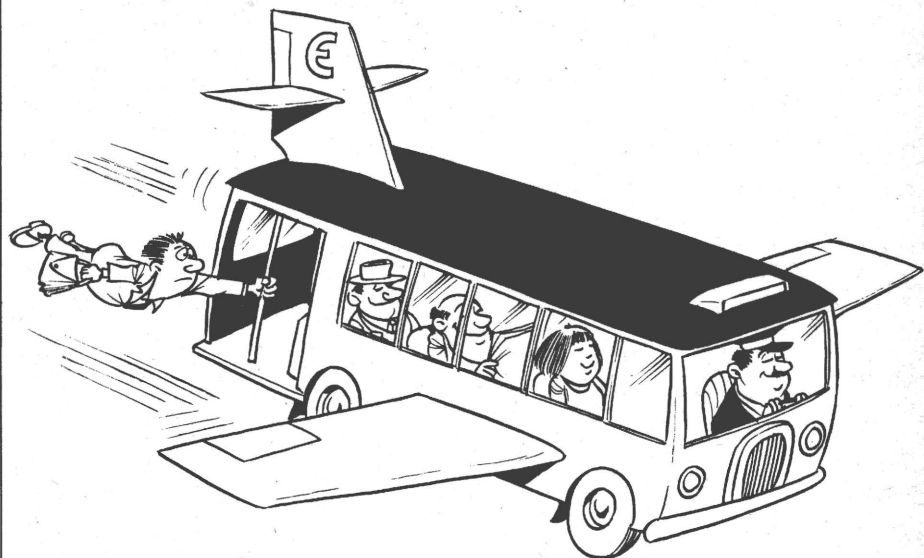
While the European aerospace industry is nevertheless a growth industry and while it can justifiably claim notable technological firsts, including of course the £90 million Anglo-French Concorde, all too often European manufacturers have failed to produce the goods that the world's airlines have needed. Concorde, for all its sleek lines and supersonic speed, appeared on the scene at about the time the market was moving towards cut-price, standby flights such as the Laker 'Skytrain'.

But there is one notable exception to this rule, a genuine European commercial success story: the Airbus.

The seeds of this success were sown in the mid-sixties when the state-owned French company Aerospatiale joined forces with the German firms Messerschmidt-Bölkow-Blohm and Vereinigte Flugtechnische Werke and a small Spanish company to form Airbus Industrie.

The consortium realised that there was a gap in the market for a medium to long-range, wide-bodied aircraft capable of carrying 250-270 passengers. None of the US aircraft manufacturers—then monopolizing about 95% of the world market between them—was planning to build such a plane.

Airbus Industrie christened their 'baby' the A300. It was designed meticulously with the needs of the airlines in mind. Twin-engined, designed for quietness and fuel-economy, with a capacity for rapid turnaround at airports and easy maintenance, it would fly the shorter but still heavily travelled routes.



The wide body allowed improved passenger comfort and also, importantly, plenty of space under the cabin floor for freight.

Parts of the A300 were made all over Europe. The wings (some 20% of the total value of the plane) were subcontracted to the British firm, Hawker-Siddeley. The aircraft was assembled at Aerospatiale's production line in Toulouse at the rate of 1-2 per month.

Air France put the first A300 into service in 1974. Although it was well received, orders were slow to come for several years.

Then, in the mid seventies, the world's airlines emerged from the oil crisis to find that the increase in fuel prices combined with pressure for a decrease in fares called for a new type of aircraft.

Again it was Airbus Industrie that spotted the gap ahead of its rivals. What was needed was a 200 seater short to medium haul wide-bodied aircraft with the same economy advantages as the A300. The A310 was born.

1978 saw Airbus Industrie really begin to take off with a number of European airlines, including Lufthansa and Swissair placing healthy orders for the A310.

1978 was also the year that Britain finally shrugged off her doubts and joined the Airbus consortium.

Some observers have even seen 1978 as the turning point for the European aerospace industry. Britain's entry brought with it badly-needed financial backing and fresh industrial capacity as the A310 programme expanded.

Today, Airbus Industrie can look forward to an optimistic future. The 417-odd Airbuses delivered, ordered or booked on option will at least be doubled, experts forecast.

The consortium's aim of 15-20% of the world market now looks distinctly feasible. Airbus has already overtaken McDonnell Douglas and Lockheed to take second place in the world league table for wide-bodied manufacturers behind Boeing.

But there may, nevertheless, be clouds looming in the longer term. Although Airbus scored a notable breakthrough on the US market in 1978 when Eastern Airlines ordered 25 Airbuses with options on 9 more, the US market has remained firmly in the grasp of the 'Big Three' American manufacturers. European manufacturers are not helped by a 5% import tariff on aircraft imported into the US.

It might also prove hard for Airbus to find a follow-up project to the A310. Although a number of projects are in hand, the needs of tomorrow's market might not be so readily identifiable. It may also be difficult to persuade the sponsoring governments to finance these projects and expand existing production capacity.

It is in helping the European aerospace industry, particularly Airbus, over these problems that the European Commission sees a role for the Community.

The European aerospace industry is a growth industry. Between 1970 and 1978 total turnover (including military and space projects) rose by 40.8%—an average annual growth rate of 4.4%. Community GDP as a whole grew by only 3.0% over the same period.

The reason for the industry's success is the same, although on a far smaller scale, as that behind the strength of the US industry, namely, the injection of cash from military and research and development contracts. This has allowed employment to remain stable at around 420 000 for the last few years.

It is clear then that the aerospace industry is vital to Europe's otherwise ailing economy. But what can the Community do for the industry?

Although the Commission recognizes that the Community should not intervene directly in the process of working out the industrial strategy concerning programmes, it can do a good deal to lighten the manufacturers' burden.

Firstly, the Community has a role in creating a stable domestic market. This can be done through the organization of the air transport market within the Community, since the problems of aircraft manufacturers have a lot to do with the structure of the air transport market.

Manufacturers need a well-developed internal market in which they can foster fruitful relations with the airlines they serve. This dialogue will help the manufacturers to better appreciate the needs of the airlines and plan ahead accordingly.

The Community can also help encourage a healthy market by ensuring free competition through the monitoring of state aids and inter-company agreements. It can play a role in harmonizing technical legislation in the industry, such as standardization and mutual recognition of airworthiness certificates.

Secondly, there is the possibility of Community financing for new aerospace projects given the importance of the sector to Europe's economy and the massive capital outlay required to launch a new project. Funds could be made available from the European Investment Bank, the Ortolí facility or even the Community budget itself.

Lastly, the Community could help by backing up the industry's overseas sales drives. It can work out improved access for European aircraft to industrialized countries with its series of cooperation and reciprocal trade agreements. The Community can also bring its political influence to bear. Exports could in addition be supported by EIB funds.

The Commission feels, however, that over optimism in the future would be misplaced. European aerospace companies have to find partners if they are to compete successfully on the world market.

While some companies have flirted with the US giants, the Commission believes that there is no economically viable alternative open to European companies than balanced co-operation between themselves.

Airbus Industrie has shown that this alternative can work. With the right degree of national and Community—level backing, Airbus could turn out to be not merely the once-off exception that proves the gloomy rule, but a pointer to the way ahead for the European aerospace industry in the future.

## AGRICULTURE

### Taking a bird's eye view of how eggs are laid

The comfortable view that all our brown, white or speckled eggs are laid by hens scratching around farmyards is a thing of the past. Now almost nine hens out of ten are kept in battery cages.

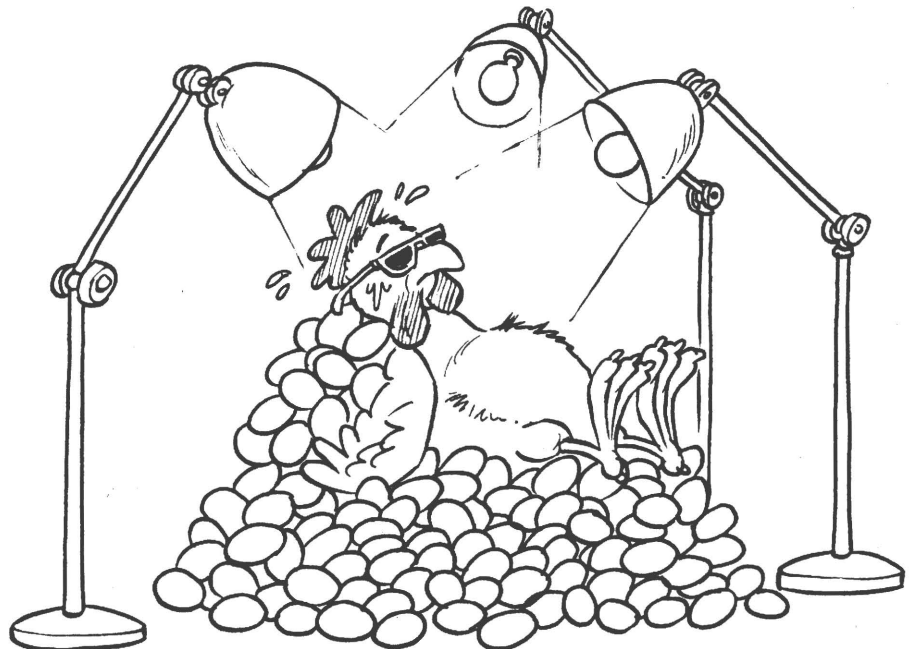
That is a considerable number when you think that in 1978 there were over 326 million laying hens in the European Community producing 68 000 million eggs.

But the conditions in which these hens are kept has produced widespread public outcry.

Some of the criticism is based on fact, some is not.

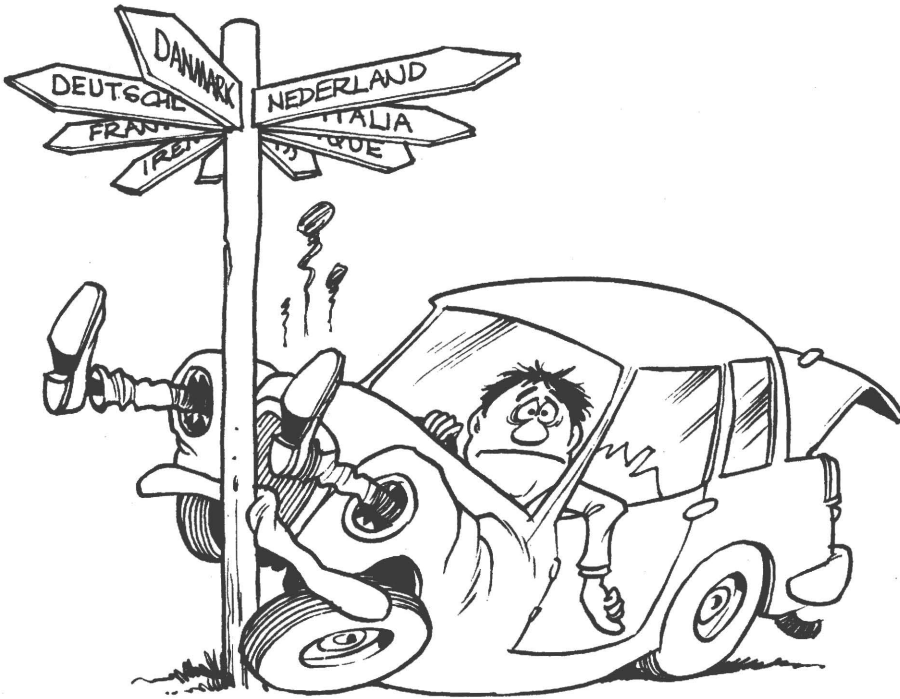
The European Commission has set up a research group to look into the matter and experts have been considering such themes as animal welfare aspects, social ethics, health and economic factors.

The group will present its findings to the Commission, which will then prepare legislation laying down minimum standards and criteria that all owners of battery hens will have to meet. It wants these to come into operation before November 1981.





## REDUCING BARRIERS



### Bid to fill legal loopholes of motor insurance

Driving abroad is a hazardous and nerve-racking business. Not only do you have to contend with different driving habits and strange routes, but the legal and administrative formalities can be a nightmare if your luck deserts you and you have an accident.

But now the European Commission is coming to the aid of Europe's motorists. It is proposing that many of the differences between countries' insurance schemes should be eliminated.

In particular, it wants to ensure that the cover enjoyed by the insured person does not vary significantly depending on the country in which he is travelling.

At the same time, the Commission has the interests of anyone involved in an accident at heart.

It is suggesting that the guarantees offered in different countries to accident victims should be improved and should not vary from place to place. It would like to see the injured, especially third parties, eligible for the same treatment no matter where an accident takes place.

Where unlimited cover does not exist, the draft legislation, which now has to be examined by the nine governments, proposes that compulsory

insurance cover should be for sums of not less than £230 000 per victim or £350 000 per claim, depending on the formula applied.

## SOCIAL AFFAIRS

### Commission wants to continue aid to most vulnerable workers

As part of its campaign to cut unemployment in the Community, the European Commission has recommended that its existing measures to help textile and clothing workers, the young, women and migrant workers find jobs should be continued for an extra two years.

These policies have been applied at Community level for several years in a bid to stem the growing number of people out of work in these areas.

Between 1973 and 1978, the textile industry lost 361 000 jobs, while another 256 000 were lost among clothing companies.

Community aid to the firms seeking to modernize their production facilities in order to meet international competition has risen from £1.7 million to £13 million a year. This has helped to provide vocational training, and in some cases geographical mobility for 120 000 workers.

The situation facing the Community's migrant workers is slightly different, as member governments increasingly accept their responsibilities to these members of their society.

Nevertheless, the Community allocated £16 million last year as additional finance to the nationally-funded schemes. In future, it intends to expand its projects to help second generation migrants and develop language and professional training techniques.

There are now over 2 million young people under 25 years of age out of work—almost 35% of the total unemployed, and the situation is expected to get worse. To try and stem this tide the Community's Social Fund last year spent 30% of its resources—£160 million helping to train 450 000 young people.

But the situation is even gloomier for women, who now make up some 45% of all those out of work. Community efforts to first try and tackle this situation were launched in 1978 when £5 million was set aside to help them gain qualifications, find their first job, or go back to work after having had a child.

This figure has risen to £13 million this year. In 1979, when an almost identical amount of money was available, 16 000 women benefited from these various schemes.

### So much nicer to come home to

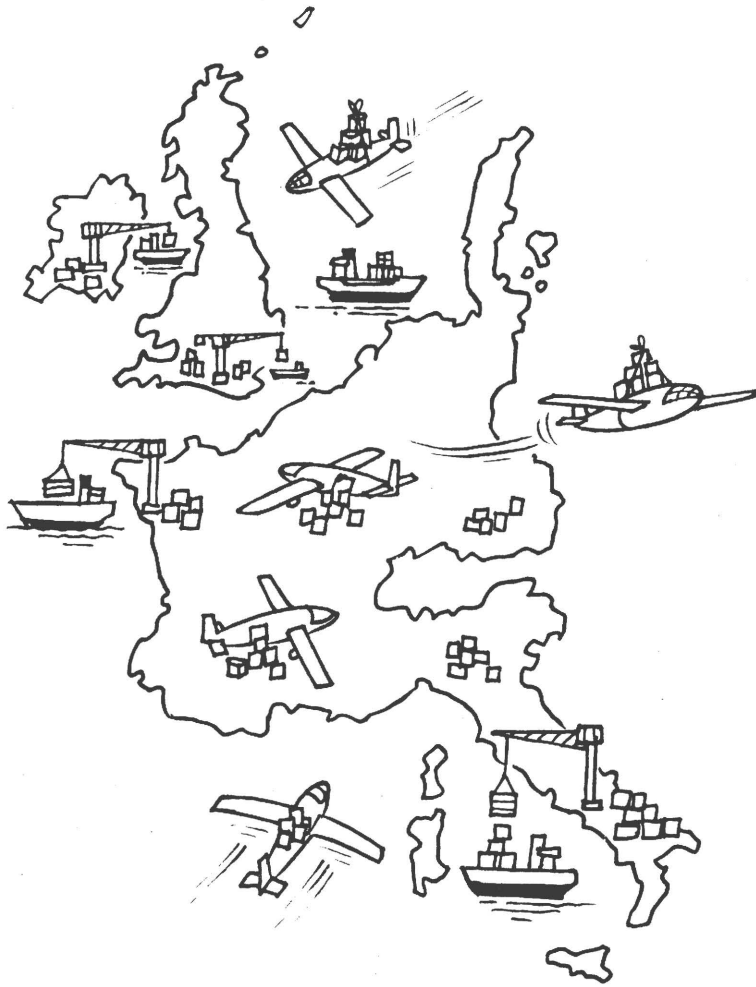
The European Commission is allocating £18 million to coal and steel industries in the nine Member States as a part of the European Coal and Steel Community's programme to help provide homes for workers in these industries.

This contribution from the Commission will help finance the construction or modernization of about 10 000 homes by means of reduced interest loans.

Priority will be given to workers in the coal industry, because of the need to boost coal-based energy reserves to offset the oil crisis, and because of rationalization in the steel industry.

Approximately £6.25 million will go to Germany, £3.8 million to the United Kingdom, £3.4 million to France, £2.4 million to Italy, £1.1 million to Belgium, £500 000 to the Netherlands, £360 000 to Luxembourg, £90 000 to Denmark and £30 000 to Ireland.

## TRADE



In addition, EFTA was the only region with which the Community countries combined had a trade surplus, partially offsetting the mounting deficits in Community trade with the Arab oil-producing countries, Japan and North America.

The Community had a sizeable trade deficit with the United States last year. Europeans shopped across the Atlantic for nearly £5.6 billion more goods than they sold to the Americans. Yet, at the same time, our trans-Atlantic partners, who are the Community's biggest suppliers, also turned out to be our best customers. The United States in 1979 remained the Community's single most important export market, taking £15.5 billion, or 12.9 per cent of our total exports.

Such sales represent a lot of jobs in Europe, overshadowing the relatively small amount in difficulty because of sudden surges in imports of American products such as synthetic fibres, about which there have been a lot of complaints recently.

The same logic does not apply to trade with Japan. Here the Community had a £3.1 billion deficit in 1979. Though not a big a deficit as with the United States, the main difference is that Japan is nowhere near being the market for Community goods the United States has become. In fact, Community exports to Japan were roughly the same as to Yugoslavia or Norway, countries not anywhere close to the size or prosperity of Japan. What's more, the size of that deficit with Japan has shown an alarming rise in the first months of 1980 after levelling off during 1978-79.

As a result, Community officials have been actively trying to open up the Japanese market to European exports instead of seeking to artificially

## Oil accounts for large part of record deficit

In business as in private life, it's a good feeling to have friendly neighbours. That's also the message written into some otherwise very dry trade statistics released by the European Community recently.

Traditionally, the European Community has done most of its business with its close neighbours in Europe and with its cousins across the Atlantic in the United States. But, in this increasingly interdependent and fast-moving world, neighbours are beginning to pop up more and more often further afield.

In 1979, the Community had an overall trade deficit of £14 billion, the highest yet recorded. This figure results from imports of around £130 billion against exports of £116 billion.

As might be expected, the nine members of the Community do most of their trade with each other. But, of the remainder, the rest of Europe, most of which belongs to the European Free Trade Association (EFTA), took in 33 per cent of the European Community's outside exports in 1979, almost as much as the Community shipped to Asia and North and South America.

*The Community's external trade in 1979  
(by region)*

	Exports MEUA	(% total exports)	Imports MEUA	Balance MEUA
World	194 163		218 120	-23 957
Europe (extra-EC)	79 563	(40.9)	69 197	10 386
America	40 975	(21.1)	52 591	-11 616
Africa	27 828	(14.3)	30 160	- 2 332
Asia	39 469	(20.3)	61 402	-21 933
Oceania	4 018	( 2.1)	4 049	- 31
Miscellaneous	2 308		721	1 587

1 Eua = approximately 60 p.

restrict Japanese goods, as many concerned European manufacturers have been demanding.

The fact is that Europeans buy Japanese goods because they are competitive and to protect European goods that are less competitive would in the long-term be costlier and self-defeating. The solution lies more in encouraging more sales of European goods to Japan, which may take additional goodwill on the part of Japanese buyers and more effort on the part of European exporters.

Other areas which are a big factor in the Community's trade picture are the oil-producing countries and the developing world. Taken together, these countries took some 37 per cent of the Community's exports in 1979, but the Nine had a deficit of £11.1 billion. This was accounted for by the fact that the Community had a £12.4 billion trade deficit with the oil-producing countries, mostly Saudi Arabia and the Gulf States, while it only had a small surplus with the non-oil-producing developing countries.

This is, of course, a change from the patterns of past years, which saw more sizeable surpluses for the Community in the developing world and smaller deficits with the oil countries than before the spurt in oil prices.

But it should not be overlooked that both these regions are major suppliers of raw materials that Community industries absolutely need and that they are also increasingly important customers. These countries bought a total of £44 billion worth of Community exports last year, much more than either the neighbouring EFTA or the Americans.

These markets in the developing and oil-producing countries are also regarded as highly important for the future, since they have been expanding at a faster rate than the industrialized countries. The developing countries, as they progress and industrialize, will actually demand much more machinery and consumer goods.

With their vast new wealth, the oil-producing countries have also become major purchasers of all types of goods from Europe and other industrial countries.

The main hope is, of course, to try to offset as much as possible the dramatic increase in the prices of oil, which is still the motor for much of Europe's economy, by selling more to these same oil producers.

## THIRD WORLD

### Community donates £120 000 to help the Boat People

The European Commission has made a contribution of £120 000 to the aid programme for refugees in the China Sea run by the 'A boat for Vietnam' Committee.

The Commission's aid was in response to a request by the German 'A boat for Vietnam' Committee, which has chartered a ship—the 'Cap Anamur'—to rescue refugees shipwrecked in the South China Sea. This followed an appeal launched by the Office of the United Nations High Commissioner for Refugees (UNHCR) and the Inter-Governmental Maritime Consultative Organisation (IMCO). Since November 1979 over 2 000 people have been rescued and accommodated in the Federal Republic of Germany.

The Commission has also made a contribution of £3 million to Somalia, under the refugee aid programme set up by the UNHCR. This aid is in addition to the £3 million paid out last April and £1.5 million granted in December 1979.

The UNHCR estimates that the total number of Ethiopian refugees in camps in Somalia in 1980 will grow from over 600 000 (March 1980) to around 750 000.

Lastly, exceptional aid of £120 000 has been granted to Uganda for joint action by the 'médecins sans frontières' (MSF) and the AICF (a French campaign for international action against hunger) in the Karamoja region, which has been badly hit by famine.

Aid was granted for the same region in March and June this year, to the tune of £180 000 and £300 000 respectively.

### Large increase in ACP exports to the Community

During the first quarter of this year, the European Community's trade balance with the African, Caribbean and Pacific (ACP) states which are its partners in the Lomé Convention showed a deficit of £660 million. This was almost double the deficit in the same period last year.

Between these two quarters, the Community's imports from the ACP countries grew in current value terms by 44 per cent to reach £2 900 million. This represents 16.6 per cent of the Community's total imports from developing countries and 7 per cent of its imports from the world at large.

Exports to the ACP, which stood at £2 200 million, were 36 per cent higher than in the first three months of last year. This growth was considerably stronger than that for sales to other developing countries, which rose by only 24 per cent, and for all third countries (up 26 per cent).

The ACP countries accounted for 7 per cent of the Community's total exports and 19 per cent of sales to developing countries.

The first Lomé Convention, a trade and aid pact which gives the ACP countries duty-free access to the Community market for all but a fraction of their exports and provides them with guarantees for their export earnings as well as development aid, was signed in 1975 and was renewed for a further five years this year.

Newly-independent Zimbabwe is the latest country to apply for membership and is expected to bring the ACP total to 60 in the coming months when negotiations have been completed.

## IN BRIEF

### Aid for refugees

The European Commission is making a grant of £1.2 million to help refugees from Chad in Northern Cameroon. It has already granted aid for £180 000 as well as food aid worth almost £400 000.

### Combating drought

The Community is participating in a UNICEF programme to help victims of drought in Ethiopia. It is contributing £1.2 million to help supply medicines and tents fresh water and sanitary equipment.

## PUBLICATIONS

*European Solar Atlas*

The Commission has just published a solar radiation atlas for Europe which Commissioner Guido Brunner describes in a foreword as being of fundamental importance for the development of solar technologies of all kinds.

The Atlas, which is being brought out in all six Community languages, contains 17 full-colour maps showing the extent of solar radiation throughout the Community at various times of the year.

Mr Brunner says that the scientists and engineers will have a new source of data in the Atlas. The information is presented in a readily understandable and practical form, and the Commissioner says: 'I hope the Atlas will find a wide response and will thus contribute to the further development of solar energy in Europe.'

The Atlas was drawn up by the European Commission in cooperation with the national weather bureaux. Maps derived from data gathered at 56 measuring stations over ten years provide information on average values, as well as maximum and minimum incidence of solar energy month by month and over the year.

It proves that solar power could make an essential contribution to the Community's energy supply even in the more northerly parts of the Community. In the year 2000 it should cover 7% of the Community's energy needs, saving 130 million tonnes of

The Atlas has been produced as part of the Community's Solar Energy Research and Development (R&D) Programme for which a budget of £7.5 million has been provided for 1979-83, double the amount of the previous 4 years.

Copies of the Solar Atlas may be obtained from W. Grösschen-Verlag, Postfach 170, Südwall 15, 4600 Dortmund 1, Germany. Price DM 14.

*Women and the European Community*, 110 pages, Commission of the European Communities. Catalogue number: CB-24-78-281-EN-C. Price: £4 or \$8.

This publication is for the information of those interested in the situation of women in the European Community and in particular for women in politics, trade unions, education and journalism who require reference material on action taken by Community institutions and on the comparative situation of women in the various Member States. The document starts by recalling the objectives and the functioning of the Community, and describes measures taken, especially in the fields of equal pay and treatment. It continues in the form of commented graphs which demonstrate the difference between countries as regards demography, employment, working conditions, unemployment and training. Lastly, a set of reference texts and documents is provided in the form of appendices.

*Wall map of the European Community, its Member States, and their regions and administrative subdivisions*, 57 × 76.5 cm or 110 × 148.5 cm, colour.

This wall map, in the six Community languages (Danish, Dutch, English, French, German, Italian) shows the European Community and its Member States; their regions; administrative subdivisions such as *département*, *Regierungsbezirke*, *Amt*, *Counties*; national, regional, provincial, *departements* capitals; the 13 countries that surround the Community (simplified details) and the most important rivers.

*Steps to European unity—Community progress to date: a chronology*, 67 pages, Commission of the European Communities. Catalogue number: CB-28-79-641-EN-C. Price: £1 or \$2.

This booklet describes how the European Community has developed year by year from its beginning to 1979.

Comments are added on some of the events to make them more easily accessible to the widest possible public.

*The Community and its regions*, European Documentation series, 21 pages, Commission of the European Communities. Catalogue number: CB-NC-80-001-EN-C. Price: 50p or \$1.

From Scotland to Sicily, from Aquitaine to the islands of Denmark, the European Community presents a rich variety of landscapes and lifestyles.

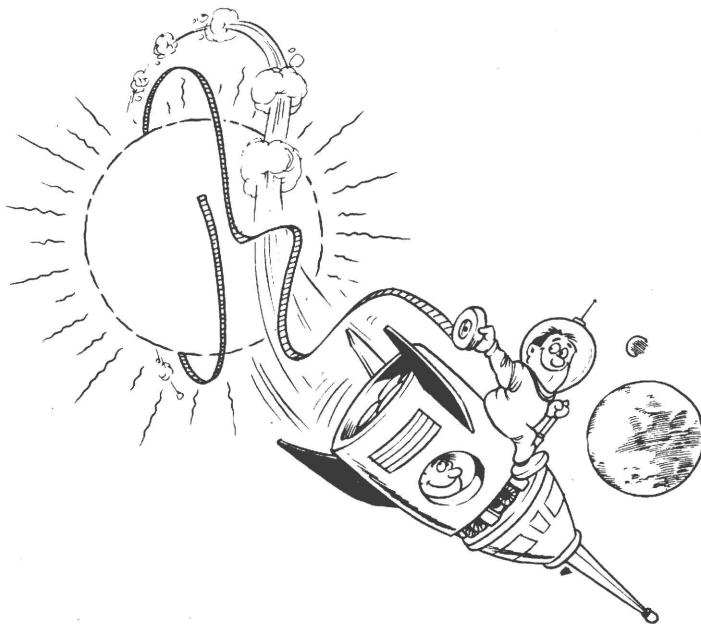
Europe is the richer for its regions. But the flagrant gaps between them cannot be tolerated in the long run.

This booklet deals with these problems. After describing the facts, it concludes that a Community regional policy is a necessity.

The efforts Member States are making to secure a more balanced development of the regions must be coordinated and completed at Community level.

The European Regional Development Fund has a major role to play in this process.

All publications of the Commission of the European Communities are available from the sales offices listed on our back cover.





## LETTERS TO THE EDITOR

### Watch this space

Sir,

May I take exception to the opening paragraphs in 'The space race: an independent European thrust', the lead article in the 2.5.80 issue of *Euroforum*. The first two paragraphs are:

'Gone are the high-flying days when the popular media were filled with forecasts of colonies of earthmen mining the riches of outer space or of ground telecommunication stations spreading information and education to every developing country around the globe.

'These and other lofty dreams about the payoffs from the first two decades in space have been grounded by the realities of financing such vast and ambitious industrial and scientific programmes. They have been replaced by more down-to-earth pursuits of the tangible and commercial benefits of the space industry.'

The promise of space is still there. If anything, our knowledge is limited by our imaginations. Over the last several years, research programmes in several countries have moved many space industrialization concepts closer to technical feasibility. A glance through the journal of the American Institute of Aeronautics and Astronautics or through the proceedings of the Princeton University Conferences on Space Manufacturing Facilities will show that technical and scientific studies are being conducted to make those forecasts physical realities.

Perhaps equally interesting is the emergence of a citizen's space lobby, the L-5 Society, a Tucson, Arizona—based group that has scores of local branches, throughout the United States, Japan, and Europe. Several books, including those by Gerald O'Neill and G. Harry Stine, have appeared within the last few years and are selling well.

The interest in space has not died out. It is present in societies throughout

the world—and growing. Currently, economic considerations are restraining the growth of space-based industries. The success of Ariane should be a step towards easing those restrictions. At that point, to use an Americanism, the ball will be in our court. Hopefully, the fulfilment of those forecasts will result. Certainly, the capabilities to fulfil them exist.

Jonathan Coopersmith  
2313 Channing Way  
Berkeley, CA 94704 USA.

### Retirement

Sir,

Having recently read letters to the Editor, in the 12/80 issue of *Euroforum*, I noticed in particular three letters written in response to an article on Retirement in a previous issue, No 9/80.

As one who is concerned about this important issue and in contact all the time with the elderly, although not a pensioner myself—I am a full time trade union official—I feel that I must put my fingers to type to say that I meet trade unionists who wish 'to stay on' after pensionable age, because they know full well that they are earning a wage, which just about covers their many bills, and cost of living. Many of them know that there is no way that they are going to be able to manage on the present pension as it stands.

Turning to pensioners themselves, and I meet many, for obvious reasons, not only as a Regional Officer but as a Branch secretary of a Pensioners Voice Branch, the Branch having over 1 000 members, one of the many cries that I hear is that they, the pensioners, cannot afford the gas, electricity, telephone or water rate bills that are forever coming in.

It does not matter how many well meaning people there are, as those may be who wrote on this subject in the issue that I refer to. For example, the ideas of Tom Moore, Senior Lecturer at the Thames Polytechnic at Woolwich, of setting up bodies, ranging from research into retirement to funds to be allocated so that tutors can be trained to teach on preparation for retirement, or fellowships to be awarded for pro-

jects in 'successful retirement', may well be ideas to promote the thought of retirement, but, and it is a very large but, the first and foremost item that must be tackled is to make the idea of retirement attractive, and it is not going to be so if those about to retire have at the back of their minds, as they do, how are they going to adjust to an income of possibly one quarter of what they earned prior to retirement.

It has been announced recently that the average earnings in industry in the UK, taking the country as a whole, are £113 per week. My organization's charter is for all pensioners to receive one-third of the gross male average earnings in industry. That is for a single person. A married couple, where the wife draws her pension, should have a pension of one-half of the gross average earnings.

This is our objective, and until the Government of the day, whatever its colour, recognizes the needs and requirements of pensioners, then no amount of attractive pre-retirement courses is going to alter anything.

Our pensioners deserve the right to live their lives without the worry of finance, and they deserve the right to live in dignity. One cannot exist without the other.

There is no other way. Retirement has to be made more attractive. Then and only then will people retire thankfully and because they really want to.

Jim Tanner,  
Regional Officer,  
Bucks, Beds, Oxon and Northants  
United Kingdom.

Sir,

In *Euroforum* of 7 July 1980 you were kind enough to print my letter on successful retirement along with those from M. De Nooze and Robert Cappé. As a result, several Community citizens have written to me expressing apprehension about this 'unknown' experience of retirement. This apprehension is understandable because most of us fear the 'unknown'.

I am convinced, however, that professional education, training and counselling can raise the quality of life, and lead to successful retirement.

Tom Moore  
Senior Lecturer  
Thames Polytechnic  
Wellington Street  
London SE18 6PF.



## THE NEWS AT A GLANCE

### Job creation

Grants worth around £577 million were approved from the European Regional Fund last year, contributing to the creation or maintenance of 79 000 jobs. A total of 2 835 projects benefited from Fund finance, 72% devoted to the improvement of infrastructure and the remainder in industry and services. In its annual report on the operation of the Fund, the European Commission emphasized the need for the Fund to be complementary to additional national investment in regional development.

### Credit where it's due

The European Commission is not at all happy about publicity being given to the Regional Fund. It varies from one Member State to another and the way the figures are presented in some countries makes it impossible for the general public to identify individual projects which receive grants from the Fund. The Commission said in reply to a European Parliament question that it intended to continue to press for fuller disclosure in order to promote information about the Community at regional level.

### November date

The annual congress of European Regionalists and Federalists is being held in Nice on 8-10 November. More information from Rassemblement Européen, 64 rue des Entrepreneurs, F75015 Paris.

### More information

The European Commission is planning to publish a handbook for organizers of school and youth exchange in the Member States to stimulate greater awareness of existing opportunities for exchange. A handbook on universities already exists. In addition, the Commission plans to publish a set of case studies which demonstrate how various types of school exchange provide valuable models of good practice which could have wider application throughout the Community.

### Fusion with Spain

A cooperation agreement has been signed linking Spain to the Community's programme of research into controlled thermonuclear fusion. Energy Commissioner Guido Brunner said at the signing of the agreement that Community scientists expected to bring a demonstration reactor into operation shortly after the turn of the century. Research spending between now and then could cost as much as £60 000 million, which, as Dr. Brunner said, underlines the need for a cooperative effort among the Member States.

### Closer links

The European Commission has asked the Council of Ministers for the green light to take the association agreement between the Community and Cyprus to its second stage next year. The agreement, which came into force in 1973, envisages a customs union by 1990. Since 1977 industrial goods from Cyprus have been admitted to the Community duty-free and there are reduced tariffs on agricultural products. Since 1978 Cyprus has been applying tariff reductions to Community exports. In addition, the Community is providing Cyprus with around £18 million in the form of grants and loans.

### After the storm

The European Commission is making emergency aid of £420 000 available to France to help its Caribbean departments of Martinique and Guadeloupe to recover from damage caused by Hurricane Allen. It has also given exceptional aid of £180 000 to St. Vincent, the same amount to Dominica and £30 000 to Barbados, all three members of the Lomé Convention. The Commission had earlier voted grants of £180 000 each to Jamaica and St. Lucia and £240 000 to Haiti, all victims of the hurricane.

### Slimmer steel output

Steel production in the Community in the first half of this year was 2% down on the corresponding period of 1979. New orders, after a temporary rise, have noticeably dropped. While imports have been generally higher during the first months of this year, exports have fallen, principally due to lower sales in the United States.

### Expanding network

Euronet Diane, the Community's data transmission network, which has been in commercial operation since April, already has 700 subscribers and demand is still running high according to the PTT administrations of the Member States. In order to meet demand, the capacity of the network's switching equipment has been more than doubled and some lines have been upgraded. Sixteen host information services are now connected to Euronet, offering more than 100 data bases containing an estimated total of 40 million bibliographic references.

### Trading ideas

The European Commission has outlined to the Council of Ministers its ideas on how the Community's scheme of generalized preferences should be applied to exports of developing countries over the next five years. The system, whereby preferential tariff treatment is given to these countries exports to the Community, has been in operation since 1971. The main change in the system proposed by the Commission is to place selective limits on imports from 'competitive' developing countries of products deemed to be sensitive (e.g. in sectors where jobs are at risk in the Community) for which they have proved themselves competitive. At the same time, it is proposed that arrangements applied to other preferential imports be relaxed so that less competitive developing countries can make better use of the advantages the system offers.

## Driving towards a new concept in energy saving

A unique type of bus may soon become a familiar sight on our roads. Its uniqueness lies in its potential to save energy, not only for its owner but also for others.

In *Euroforum* 19/79, we reported on a pilot scheme to test out a Canadian-designed Energy Bus in the Community. Now, having evaluated the results, the European Commission has recommended to the nine Member State governments that they introduce the buses on a full-time basis.

The idea is to have mobile units constantly on tour throughout the Community providing advisory services and technical assistance to firms, particularly small and medium-sized enterprises, to show them how they can cut down on their energy bills.

This in turn will help the Community to cut down on costly imports of oil and thus help the balance of payments.

The bus is designed to perform energy audits at a firm's premises. It is equipped with a computer, measuring instruments and video display units and is manned by an engineer and a technician.

During the advisory visit, which on average lasts one day, the firm's energy use pattern is analysed by means of the equipment on board the bus and potential energy savings are identified.

The service includes demonstrations of the possibilities for rational use of energy by means of models and audio-visual

techniques. The bus crew can also advise the management on measures they can take or can put them in touch with private consultants if the problem is too complicated to be handled on the spot.

Energy buses have been operated with great success by the Canadian government since 1977. According to the Canadian experience, each bus makes at least 200 visits a year and on average it identifies potential energy savings of 15-20 per cent per visit.

Such a service is clearly invaluable to industry hard-pressed by fuel bills, but particularly to small businesses which lack the knowledge and technical resources to identify potential energy savings in their factories or workshops. The fact that the bus is a mobile service is also useful to firms which may be located in more remote regions.

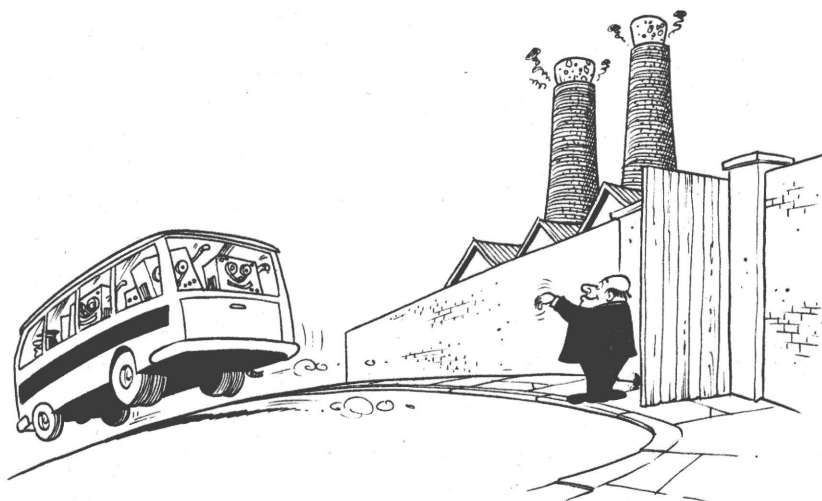
The bus has already proved its worth during a tour of a number of Community countries last December and January, courtesy

of the Canadian government. The Canadians have now agreed to make available their know-how, including the computer software, and to train the first European energy bus crews.

What the Commission has proposed to the Council of Ministers is that each government should set up and operate its own energy bus system, with the initial software being made available by the Commission.

In addition, the Commission plans to set up a central information and evaluation service where results of the experience obtained in each Member State would be sent and which would be responsible for coordinating the operation and for the exchange of information between each national authority.

In exchange for its help in setting up the system, the Community would enter into a two-way information exchange with the Canadian government under the framework agreement for commercial and economic cooperation which was signed in 1976.



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