

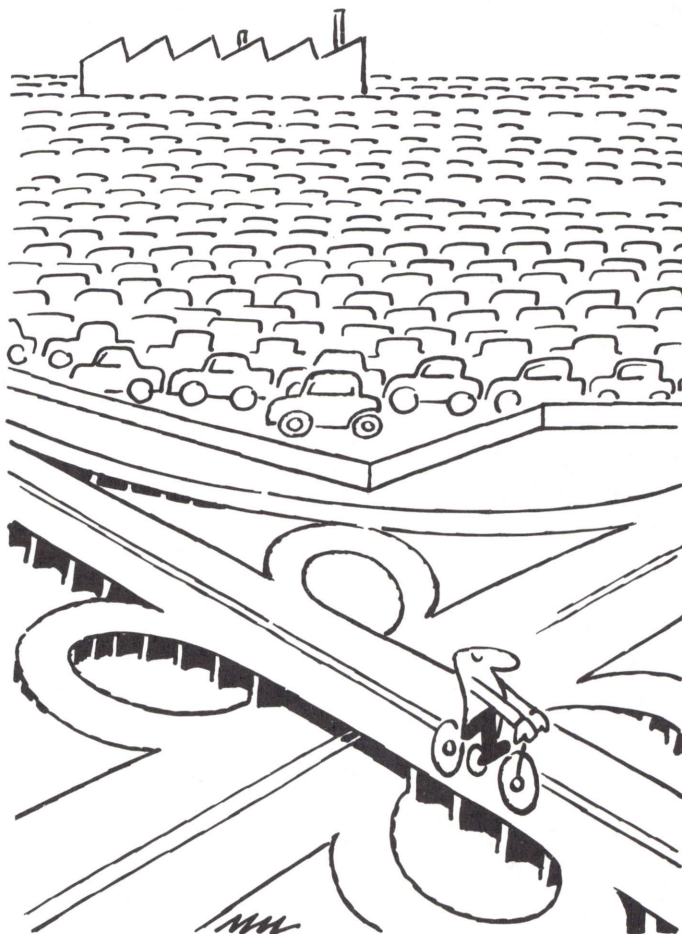
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\*\* Since November 1973, the CAR INDUSTRY has been the sector hardest hit by the consequences of the oil crisis. Other factors were already causing problems: the fight against pollution, extra safety precautions for drivers and passengers, overcrowded roads, labour costs, etc...

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The European Commission has, quite rightly, been keeping a watchful eye on developments in an area where present difficulties could have major repercussions on the economy of the Community.

The situation is outlined IN ANNEX 1.

\*\* DATA PROCESSING could help to save lives: at least in the field of organ transplants, once it becomes possible to compare the medical characteristics of patients and donors. This is just one of five specific applications of data processing being promoted by the European Commission.

ANNEX 2 gives details of all five projects.

\*\* At a recent Bruges symposium organized by the College of Europe, Mr J.M. Plet, Professor at the University of Metz and President of the European Institute of Ecology gave a talk on the PROTECTION OF THE ENVIRONMENT IN EUROPE which attracted considerable attention. We asked him to summarize his ideas for publication in "Industry and Society", and the article he wrote for us - CHANGING THE EUROPEAN WAY OF LIFE - is IN ANNEX 3.

\*\* SUPPLIES OF RAW MATERIALS TO THE COMMUNITY are discussed in a recent communication from the European Commission to the Community's Council of Ministers. We shall return to this next week. In the communication the Commission emphasizes the gravity of the situation as regards some raw materials which are essential to Community industry and suggests possible remedies.

\*\* The European Commission has received a number of reports on present levels of POLLUTION in the environment and in biological tissue and on the comparability of these levels. These will serve as a basis - where scientific and technical knowledge allow - for the establishment of criteria for evaluating the hazards of a number of air and water pollutants and noise pollution.

The European Commission intends to present these criteria to the Council of Ministers as follows:

in the first half of 1975: lead, sulphur dioxide and particles in suspension, carbon monoxide and some organohalogenous compounds such as PCB;

in the second half of 1975: micropollutants in water, hydrocarbons and noise.

The reports show that there are too many gaps in available information on organophosphorous compounds, asbestos and vanadium to allow criteria to be established at present.

\*\* The European Commission is considering the possibility of including a chapter on the compatibility of certain forms of INVESTMENT with the ENVIRONMENT in the second action programme on the environment which it hopes to present to the Council of Ministers this year. The chapter would deal with the various technical, economic and information aspects of this important problem.

\*\* Particular importance is attached to FREE MOVEMENT OF WORKERS in the European Community. To what extent do workers exercise this right between the six original Member States of the Community and the countries which joined in 1973? Here are the figures for the United Kingdom for 1973 and 1974:

Nationals of the Six working in the United Kingdom:

	<u>1973</u>	<u>1974</u>
	6 402	6 100

United Kingdom nationals working in the Six:

	<u>1973</u>	<u>1974</u>
Belgium	410	420
Germany	8 600	8 000
France	1 884	1 900
Italy	-	-
Luxembourg	74	75
Netherlands	<u>2 162</u>	<u>2 240</u>
	13 130	12 635

\*\* A booklet entitled EUROPE AND ITS ENVIRONMENT, designed for general distribution, describes the various measures taken and to be taken by the Community to improve the quality of life. The booklet is available free of charge from the Commission of the European Communities, Directorate-General for Information, Division for Industrial Information and Consumers, 200 rue de la Loi, B 1040 Brussels or from any of the Information Offices listed at the beginning of this Bulletin.

\*\* The European Commission has proposed various measures to the Council to place RAILWAYS on a sound financial footing. At a time when more rational use must be made of energy, it seems reasonable to give active support to public transport. Over the last few years, railway company deficits have been growing apace, necessitating larger and larger government subsidies towards running costs. The European Commission is to prepare a report before 1979 on the possibility of a measure of integration at European level between railways. Integration will never be achieved unless the financial position is

clear. The European Commission urges railway companies to plan their activities with a view to breaking even in future. To obtain a clearer picture of the situation, the accounts, budget and assets of the railways should be divorced from those of the State. A sufficiently analytical presentation of general accounting and annual accounts would make it possible to assess results in each sector of activity. Closer harmonization of general accounting, annual accounts and costing methods is planned from 1978 on the basis of Commission proposals.

- \*\* CONSTRUCTION EQUIPMENT, methods of measuring the NOISE emitted by construction equipment and permissible noise levels for pneumatic drills and jack hammers are the subject of three proposals for directives from the European Commission to the Council of Ministers. The EEC standards to which this equipment will have to conform from 1 July 1977 will facilitate free movement of this equipment in the Community and ensure that more heed is paid to the environment and public health and safety than has been in the past.
  
- \*\* PUPILS and STUDENTS are the subject of a study produced by the Statistical Office of the European Communities (Social Statistics Series No 5/73). This Eurostat dossier outlines education systems in the different Community countries and contains five tables giving figures for school and university attendance from 1962 to 1972. These reveal a wide-spread trend towards a longer stay at school and a remarkable increase in the number of girls going to university, even allowing for the overall increase in the number of university students. Another table analyses these trends by level (pre-school, primary and secondary) and by region. The document can be obtained from the European Communities Publication Office (Boîte Postale, 1003 Luxembourg).
  
- \*\* Can DATA PROCESSING be applied to the LABOUR MARKET? That is the subject of a survey being carried out by a specialized German firm on behalf of the European Commission to determine how computers could be used to marry situations vacant to job applications.
  
- \*\* SALVAGING CAR WRECKS was the main topic of discussion at a meeting organized early in February by the Commerce and Distribution Division of the European Commission and the International Organization for Motor Trade and Repairs which represents in particular car dealers in Community countries. The problem of salvaging car wrecks spills over into various fields: industrial and technological affairs, environment, consumer protection and regional policy. In view of current interest in this problem, it was proposed that a working group composed of representatives of the various Commission Divisions concerned, assisted by experts, should be formed. It will meet for the first time within the next few weeks.

\*\* UNITED KINGDOM APPLICATIONS FOR AID FROM THE COMMUNITY were the subject of an answer to a Written Question put by Mr Wieldraaijer, a member of the European Parliament. Since 1 March 1974, 16 applications have been submitted for subsidies from the European Social Fund. The same number of applications was received between 1 January 1973 (date of UK accession) and 28 February 1974 (change of government). Since the end of August fourteen new applications have been lodged by the British Government. Applications for redevelopment loans with interest subsidy under the ECSC Treaty totalled £35 million up to March 1974. Loan applications since the change of government come to something less than £5.5 million. Between 1 January 1973 and 28 February 1974 four applications relating to vocational retraining were lodged under the ECSC Treaty. Seven further applications have been received since then. As far as the Guidance Section of EAGGF (European Agricultural Guidance and Guarantee Fund) is concerned, 104 applications were filed before 1 July 1973 and 110 before 1 July 1974. To the 1974 figure must be added 21 applications for 1973 which had to be carried over to 1974 due to lack of funds. Applications for reimbursement of expenditure on common and special measures normally relate to expenditure incurred by Member States in the previous financial year. It follows that no applications of this kind could be submitted by the United Kingdom before 1974.

\*\* The Executive Committee of the PAUL FINET FOUNDATION recently awarded 304 grants totalling Bfrs 2 583 000 after examining 425 cases. Since its establishment on 30 June 1965 the Foundation has received 6 174 applications and awarded 4 404 grants totalling Bfrs 34 964 200. The grants are awarded to children of workers employed in an ECSC industry who died after 30 June 1965 (1 January 1973 for British, Danish and Irish workers) as a result of an industrial accident or occupational disease. Further information can be obtained from the Secretariat of the Paul Finet Foundation, Commission of the European Communities, Centre Louvigny, Luxembourg.

THE CAR INDUSTRY IN THE COMMUNITY

Since November 1973, the car industry has been the sector hardest hit by the oil crisis. Other factors were already causing problems: the fight against pollution, extra safety precautions for drivers and passengers, overcrowded roads, labour costs, etc. The European Commission has, quite rightly, been keeping a watchful eye on developments in an area where present difficulties could have major repercussions on the economy of the Community.

An important sector

The importance of the car industry, measured in terms of the value added by the sector as a percentage of that added by manufacturing industry as a whole, has been calculated as follows for the main industrialized countries for 1973:

Germany .....	6.9%
France .....	5.9%
United Kingdom .....	5.9%
Italy .....	5.2%
United States .....	6.6%

To these figures, which are for the car industry proper, must be added those for other industries which supply the car industry. Purchases by the rest of the industry fluctuate, depending on the country, between 40 and 77% of the turnover of the sector.

As far as exports are concerned, in 1973 cars represented 14% of total exports for Germany, 11% for France, 9.2% for the United Kingdom and 8% for Italy.

In the Community the car industry gives direct employment to more than a million people. But it is believed that one person in seven or eight is at least partially dependent on the car industry for his livelihood.

Slackening of demand

After a steady 8% growth per year during the 1960s, the Community car industry expected demand to decline in the 1970s, mainly because it was expected that the European market would be saturated by about 1985. It was expected in any event that business would be very slack in 1974 and that it would start to pick up from 1975 onwards.

As a result of the oil crisis which has been with us since November 1973 demand fell off much more rapidly than was anticipated. In the first quarter of 1974 sales were in many cases down by more than 30% on the first quarter of 1973. A number of new factors aggravated the built-in tendency towards decline:

- increased cost of running a car;
- uncertainty about purchasing power;
- increased interest rates;
- speed limits.

In Germany, 1974 was a difficult year. The first eight months of 1974 brought a 22.3% drop in registrations compared with the same period of the previous year.

Exports fell off too largely because of the appreciation of the DM, but also because the industry caters for the top end of the market. Increased production costs and the import restrictions imposed by Italy also played a part. In the first eight months of 1974 exports were down by 15.8%.

For 1974 as a whole, the drop in sales should be in the region of 15%.

In the first eight months of 1974 registrations in France dropped by 10.7% but exports by a mere 0.2%. Until last summer it looked as if the French market would ride the storm, but social trends since the autumn indicate that demand for the year should be down by around 12%.

In Italy, sales could drop by 6% in 1974, although registrations in the first eight months were only down by 2.9% and exports actually increased by 15.8%. This can be attributed in the main to catching up on 1972 and 1973 when serious strikes slowed production.

In the United Kingdom, registrations dropped by 26.7% in the first eight months of 1974 and exports by 4%. For the year as a whole, sales should be down by around 20%, given the factors common to all countries combined with inadequate production installations - a result of insufficient investment in recent years - and a shortage of some supplies, like steel and spare parts.

In other Community countries the drop in registrations during the first months of 1974 was only 3.5% in Belgium but 13.6% in the Netherlands.

The decline in domestic demand is therefore in the region of 16% for the Community as a whole for the first eight months of 1974. External demand seems much less affected by the crisis, at least for small and medium-size cars, which seems to explain the healthy look of French and Italian export figures.



Fall in production

Faced with this general decline in demand, largely within the Community, manufacturers have been forced to adapt production. The situation here varies enormously from country to country. For the first eight months of 1974 production varied as follows against the same period of 1973:

Germany .....	- 19.8%
Belgium .....	- 45.8%
France .....	- 1.3%
United Kingdom .....	- 9.5%
Italy .....	+ 3.8%
Netherlands .....	- 29.6%

For the Community as a whole, production over the first eight months of 1974 fell by 9.6%.

These figures call for some comment:

- generally speaking the cutback in production applies to middle-of-the-market cars (other than diesel-engined cars);
- production of small cars has increased virtually everywhere;
- recently-launched models do not always reflect the trend of demand as they were planned before the crisis.

It can be seen therefore that the industry can respond quickly to changes in demand as far as the number of existing models produced is concerned but that it takes much longer - three to four years - to respond to the demand for a new product. Moreover, since small cars are the least profitable, manufacturers are reluctant to concentrate production in this area.

Repercussions on employment

Employment is necessarily affected by a cutback in production and in 1974 shorter working hours, three-day weeks and outright redundancy are proving that the situation is very serious. It is worth remembering that while press reports generally deal with the car industry as such a number of industries which supply it are beginning to feel the pinch in the form of cutbacks and staff reductions: artificial textiles, glass, tyres, etc.

Because of the number of workers employed in this and allied industries, its employment difficulties have repercussions on the entire social structure.

All these factors have an effect on the financial situation of manufacturers.

Throughout the industry, profits which were already falling before the crisis, could be eroded still further if manufacturers do not manage to raise prices sufficiently to offset increased production costs. Moreover, the situation could be further aggravated by developments on the social front.

Against this general background, the position of individual firms differs considerably: depending on how sound their financial situation was before the crisis, on the models they have on offer, and on social trends, some firms may make a profit in 1974 but others may find themselves in such difficulties that they may need outside help.

## DATA PROCESSING APPLICATIONS IN EUROPE

Data processing can help save human lives: at least in the field of organ transplants once it becomes possible to compare the medical characteristics of patients and donors. This is just one of five specific applications of data processing being promoted by the European Commission as part of the European data-processing policy approved by the Council of Ministers in July 1974 (see I&S No 40/74). The project proposed by the European Commission would cost about 4 million units of account (1 u.a. = US \$1.2).

### Saving lives

Between ten and twelve thousand people could die from kidney infections in the Community each year if they were not treated by hemodialysis or by organ transplant. Data processing could save lives if patients and donors could be closely matched. It is true that a number of hospitals in the Community already exchange information on patients and donors but data processing would speed up the process and make it more widespread. The project would cost 1 360 000 u.a. but this would be written off after two years' operation.

### Air traffic control

The application of data processing to air traffic control is extremely complex and costly, especially as its application is of international interest. Most air traffic authorities in the Community expect the present system to be replaced in the 1980s. It should be possible to save money by agreeing to a common approach to the problem and a Community survey of the next generation of equipment. The application of data processing to air traffic control is an advanced technique with numerous "spin-offs" for other data-processing applications. The cost of the project is estimated at 923 000 u.a.

### Import, export and data processing

Day-to-day administration of the Customs Union and the common agricultural policy involves an enormous amount of information. Large savings could be effected by using the latest data-processing and -routing techniques. Most Community Member States have been developing their own data-processing systems to meet the needs of their customs authorities and statistical services. There is an urgent need for rationalization at Community level. It has been calculated that something in the region of 130 000 000 u.a. could be saved on processing data on the Community's imports and exports. The cost of the survey would be 668 000 u.a.

The law is the same for everyone

Community law is constantly evolving. In 1973 alone, 4 000 new texts were added to the 25 000 already adopted by Community institutions. Application of this law and its effect on national legislation gives a new dimension to the work of public authorities, university staff, legal experts, companies and libraries. These texts must be readily accessible, in all official languages and in the required form, to all who need to consult them. The study envisaged by the European Commission (at a cost of 437 000 u.a.) would examine the technological equipment available, study the requirements of users, investigate the possibility of linking national and Community systems and identify possible lines of development.

Industry

"Computer-assisted design" is being used more and more by a large number of industries. Two different surveys are envisaged in this area for a total cost of 623 150 u.a.: the first will study the use of "computer-assisted design" to develop logic circuits for use in electronics, and the second will examine its use to develop integrated management systems in the construction industry.

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The European Commission is continuing its research into various other areas suggested by the Council of Ministers of the Community: standardization, mini-computers, "software" development, etc. In a report to be published in 1975, the European Commission will give its opinion on the possibility of a multinational data-processing programme.

CHANGING THE EUROPEAN WAY OF LIFE

by J.M. Pelt

Professor at the University of Metz

President of the European Ecological Institute

In the space of a few years, the environment crisis, the energy crisis, and flagging demographic and economic growth rates have combined to shatter the facile assumptions of our society. The reassuring certainty of a continually rising standard of living, "indexing" well-being to growth and happiness to well-being, has vanished leaving us face to face with uncertainty and questioning. At the very peak of industrial power, social evolution has suddenly ended up in a cul-de-sac: the delicate balance of international economic life is crumbling before our eyes and the ecological balance of our planet is being threatened. There is abundant evidence of this: the economic machine is running down, disequilibrium is increasing, stagnation is setting in. What can be done?

It would be futile to try to "manage" the crisis pending "recovery" produced by Heaven knows what "stimulant". Because in the long run this crisis could be the end of us all ... unless we change our ideas and our objectives in time.

To face the future, we must get away from the ideology we have inherited from the nineteenth century, which we still believe in as if it were revelation: the nineteenth century has led us along the dangerous paths of cut-throat competition, manicheism and productivism.

Our political and economic systems are still inspired by the ideas on which they were founded - those of Malthus, Darwin, Marx and other "greats" of the nineteenth century, who managed to find in nature models upon which to organize society. Unfortunately, translated into ecological language, these interpretations favour only one side of the "competition-cooperation" dialectic. Mediaeval society emphasized the associative values (corporations, guilds, the permanence and the acceptance of the social code, limiting all forms of competition). But modern society lays great store by the competitive virtues: the liberal dogma of free competition is the prime example of this and dominates the economic and political life of Western democracies. We talk about "economic war", "political campaigns", "social struggle". These words conceal a real violence, which would surprise us if we were not so used to it.

But all-out competition has serious consequences: the constant pressure of the electorate forces our elected representatives to promote short-term measures, which can be assessed at the end of their term of office, in preference to more far-reaching policies, which take

longer to bear fruit. The future is constantly being sacrificed to the interests of the present. And if they are to please, and at the same time reinforce the position of their authors, these measures must be ambitious which is one explanation for the inhuman gargantuanism of the world of today.

By the same token, fierce competition for new markets means that new needs must be created. This is already forcing the most developed nations to "export their imbalances" to the rest of the world to prevent the spectre of unemployment appearing at home, upsetting existing balances and, as will no doubt be shown in due course, the balance of the biosphere as a whole in the process. Rapid deterioration of the environment and depletion of natural resources are the logical consequences of the frightening economic and political machinery of cut-throat competition.

Curiously enough marxism leads to the same result by a different route. By preaching the gospel of class struggle, Marx gave new meaning to the old Christian manicheism, aggravated by the counter-reformation. The age-old conflict between good and evil has been relaunched on a planetary scale. It is no longer a private dialogue which man holds with himself in the privacy of his own conscience but rather a confrontation between men, between groups and between classes, very often relieving man of the terrible obligation to reach perfection since now it is always others who do evil and are evil. Hence the difficulty in conducting a dialogue, hence the crisis of democracy. We might give some thought to the future of a society where "struggle" has become a key word, where the blatant egoism of pressure groups, lobbys and a whole range of disreputable interests is disguised and justified by the need to struggle, often to preserve privileges. A strange and dangerous reversal of the argument!

This development is in contradiction to the recent contributions of ecology. The discovery of the laws which govern the behaviour of ecosystems is leading to the gradual elimination of the idea of harmful species and providing evidence of the strange ability of different forms of life to coexist. The evolution of society however tends to support the principle that others should be ruthlessly eliminated or dominated.

Hand in hand with the manicheism of the modern world goes productivism. Productivism is the corner-stone of industrial societies in both the East and the West, in liberal economies and socialist economies. Produce and consume is the ideal offered to twentieth-century man. This new religion of "progress", somewhat coloured by scientism, leads to a universal de facto materialism. Productivism forces the industrial world to solve its problems by seeking refuge in the future; it feeds on competition and competition feeds it in an infernal vicious circle, which generates disequilibrium, consumes space and destroys nature. Although

resources are dwindling, man strives to produce more in a strange fever that cuts him off from matter and machine. With his cultural and spiritual dimension gone one-dimensional man suffocates in a society which feigns ignorance of Utopia, a dream which is proper to mankind.

Planning the future therefore entails a new series of choices. Indeed the broad outlines are gradually emerging from the discussions and debates of recent years. We must ask what these changes will mean for each and every one of us.

Cherishing the environment, calling a halt to this dangerous exploitation of resources, wastage, pollution and gadgetery presupposes that man is going to change his attitude to nature, become aware, as his ancestors instinctively were, of his close dependence on all forms of life and the earth's limited resources. This calls for a new social anthropology based on an ecological ethic: man would be restored to his place in the universe, no longer dominated by terrible forces as he was in primitive society, but no longer destroying and exploiting as he does today under the influence of nineteenth century ideologies.

This implies a complete reversal of priorities and economic behaviour. It means striving for quality and durability, planned recycling, teaching economy (in the original sense of this singularly misused word), quantifying ecological costs (the price of nature on a long-term basis). A policy of this kind adopted overnight would immediately lead to mass unemployment because our economic system is "balanced" in such a way that activity and employment are only possible because of the production, consumption and exportation of more and more useless gadgets. And arms too, of course! Our countries can only reverse this trend by slowly drifting back, through a series of micro-decisions aimed in this new direction, which with encouragement will help to foster these new attitudes.

Giving everyone access to available resources by improving distribution of incomes between employers and employed and between states presupposes that relationships between individuals or groups will no longer be based on competition but allowed to develop associative and cooperative values, giving a new meaning to the old republican notions of equality and fraternity. Because the consequences of modest economic growth will be unacceptable unless it goes hand in hand with fairer redistribution, not merely of the "fruits of expansion" as before, but of available resources. It is time to start sharing within and between nations.

Promoting public amenities, which everyone can enjoy, in preference to selfish individual consumption presupposes a use of space and natural resources motivated by a high degree of socialization, individuals and groups with enough courage to go beyond the limits of their "territory" in the biological sense of the term. This transition from "I" to "we", from "having" to "being", is necessary for the individual but even more important for nations. The difficulties dogging European unity are an example of how the risk of losing an ounce of sovereignty can paralyse states and dash hopes of greater things.

Finally, toppling technology and economics from their pedestals to put ecological, ethical, cultural and even spiritual values in their place presupposes the birth of new values and a new vision of Man's place in history; as primitives evolving into men we will be forced into a new phase by the pressure of the coming crisis; the primate, possessive in his instinct to dominate, will be forced to make more use of the prefrontal lobe of his brain to develop cultural and spiritual values and the essentially human capacity to surpass himself and to love. The foreseeable rediscovery of evangelical freshness by a disorientated world could help.

A plan of this kind would require an enormous effort of training, information, reflection and imagination; without it our old world and our economies will collapse, to be replaced by those blind and heartless biological regulators, old as life itself, with its procession of wars, famine and destitution. If only we could act in time!

Ambitious Utopia? Perhaps. But there is nothing more utopian than believing that societies can evolve harmoniously without deep structural changes, especially in a period as critical as that we are about to enter. Man is involved in a world-wide crisis aggravated by the speed of evolution and the incredible means at his disposal. He is arriving at a point beyond which the future of his kind is at stake. He will not cross this threshold unless he changes and this implies a critical look at his way of life and his way of thinking. To do this is to change one's life.

Our chances of gambling and winning depend on our ability to create a new ethical and operational language, which could well be born of a marriage between the preoccupations of the economists, rightly concerned to manage the here and now, and those of the ecologists whose task is to explore distant horizons and safeguard the interests of future generations. Our children, in other words. From this union could be born tomorrow's world.