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- ** What is the opinion of the Commission of the European Communities on the SPEED LIMIT that certain Community countries contemplate imposing, or have already imposed, on motor vehicles travelling on certain classes of road, and what steps does it plan to take in order to achieve uniform regulations throughout the Six? So runs a written question put to the Commission by Mr Seefeld, a Member of the European Parliament. The Commission's answer is given in ANNEX 1.
- ** EUROPEAN RESEARCH AND DEVELOPMENT POLICY was the subject of a wide-ranging debate at a meeting of the European Parliament's Committee on Energy, Research and Atomic Problems held in Brussels on 8 October last. Mr Spinelli, the Member of the Commission with special responsibility for industrial affairs and research, took the opportunity of stating the position of the Commission both as regards the CONFERENCE OF THE 19 MINISTERS RESPONSIBLE FOR RESEARCH, scheduled for next November (see, in particular,

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The information and articles published in this Bulletin concern European scientific cooperation and industrial development in Europe. Hence they are not simply confined to reports on the decisions or views of the Commission of the European Communities, but cover the whole field of questions discussed in the different circles concerned.

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"Industry, Research and Technology" No. 112), and on the need for an overall approach to the problems of research and development in the Community (see "Industry, Research and Technology" No. 75) with the aim of implementing a genuine COMMUNITY SCIENCE POLICY. He stated that in this field, as in others, the Community was living in an atmosphere of crisis, and its institutions should be strengthened as an essential preliminary to translating the "spirit of the Hague summit" into hard facts (see "Industry, Research and Technology" No. 36). Over the coming months the European Commission will put forward specific proposals with a view to providing the Community with the instruments that it lacks for this purpose.

The THREE-YEAR RESEARCH PROGRAMME recently submitted by the Commission of the European Communities (see "Industry, Research and Technology" No. 114) to the Council of Ministers will first be examined by it and then officially passed to the Parliamentary Committee for this body to express its opinion.

** The Parliamentary Committee on Energy, Research and Atomic Problems went on to hold an exchange of views with Mr Haferkamp, Vice-President of the Commission of the European Communities, who has special responsibility for energy, on the Commission's recent proposals aimed at ensuring SECURITY OF OIL SUPPLIES and at extending JOINT UNDERTAKING STATUS to oil companies (see "Industry, Research and Technology" No. 109).

** Since 20 August 1971 the texts of the agreements for the establishment and operation of the INTERNATIONAL TELECOMMUNICATIONS SATELLITE CONSORTIUM (INTELSAT) adopted at the plenary conference in Washington have been open for signature by the organization's 79 member countries. The Community countries now have the six years of the transitional period in which to prepare for the discussions on the permanent arrangements for the executive body of Intelsat. It is essential for them to realize the benefits they would reap if they presented a united front during those negotiations, for, while their individual

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share in the financing of the organization is minimal compared with the USA's 38.28%, the Six together hold 7.9% and the enlarged Community would account for 19.3%. A brief review of the situation will be found in ANNEX 2.

** The Commission of the European Communities is currently gathering information on actual and planned expenditure in the Member States on ENVIRONMENTAL IMPROVEMENT and protection. This, in particular, was stated by the Commission in a reply to a written question from Mr Oele, a Dutch Member of the European Parliament, on the inclusion of estimates of environmental protection costs in medium-term economic forecasts.

In its reply the Commission also mentioned that it is playing an active part in the work of the OECD working party of economists concerned with the problems of estimating and assigning the cost of anti-pollution measures. It will endeavour to ensure such coordination as is desirable between the Member States on these matters by organizing prior meetings between their representatives on the working party.

If the information gathered by the OECD working party and the coordination secured by the means described above both prove inadequate, the Commission might contemplate other procedures, e.g., via the Medium-Term Economic Policy Committee (see, in particular, "Industry, Research and Technology" No. 109).

** As part of the negotiations for accession to the European Community, the British delegation is conducting discussions with the Commission's experts on the technical problems that will arise if the United Kingdom adopts the system of GENERALIZED TARIFF PREFERENCE IN FAVOUR OF THE DEVELOPING COUNTRIES recently put into effect by the Community (see "Industry, Research and Technology" No. 103). This, in particular, was stated by the Commission of the European Communities in a reply to a written question from Mr Spénaie, a French member of the European Parliament.

** As laid down in the Treaty establishing the European Coal and Steel Community (ECSC), the Commission of the European Communities has decided, after consulting the ECSC Consultative Committee and with the agreement of the Council of Ministers, to allocate a total of 4,991,352 units of account from the ECSC levies to ten TECHNICAL RESEARCH projects relating to THE IRON AND STEEL INDUSTRY (see "Industry, Research and Technology" No. 101).

** THE CONSTRUCTION INDUSTRY has benefited only very slightly from the industrialization of production processes and the integration of markets on a Community basis. An analysis of trends in the production of and the market for sub-assemblies for the construction industry would be one means of identifying the determining factors underlying these trends and of pinpointing those ways in which a Community approach to the problems of industrializing this sector could be most effectively pursued. The Commission of the European Communities therefore decided recently to have an analytical survey conducted of the construction sector and the production of sub-assemblies in the Community.

** Five new TECHNICAL NOTES, briefly describing results obtained under Euratom research programmes, have been issued by the Commission of the European Communities. Their purpose is to enable industrial firms to assess the prospects for the industrial exploitation of the results described. The subjects of these new technical notes are as follows:

No. 684	Core structure for a test reactor
No. 959	Pressure-measuring gauge
No. 1017	Transistorized relay-control circuit
No. 1277	Sealed transport lock for radioactive materials
No. 27/c	Printer drive unit.

** The Third International Symposium on DOSIMETRY, organized by the Commission of the European Communities, will be held on 18-22 October 1971 at Stresa, Italy, near the Ispra Establishment of the Joint Research Centre. The Symposium, which is to be attended by 180

delegates of all nationalities, will be chiefly aimed at providing a setting for a broad exchange of views on the development and application of microdosimetry and its links with biology, health and safety and radiotherapy.

** The intergovernmental Convention on the creation of the INTERNATIONAL INSTITUTE OF TECHNOLOGY MANAGEMENT in Milan was signed in Paris on 6 October 1971.

** Technical measures to combat AIR POLLUTION IN THE IRON AND STEEL INDUSTRY, more particularly problems relating to brown fumes, emissions from coking plants, welding fumes and dust removal in sintering plants, were the subjects of an exchange of experience between research workers and experts from the iron and steel industry who met in Luxembourg on 28 and 29 September 1971, under the European Coal and Steel Community's second research programme.

ANNEX 1The Introduction of Speed Limits in the Community Could
Increase Road Safety

(reply by the Commission of the European Communities to
a written question from Mr Seefeld, a Member of the
European Parliament)

The Commission is of the opinion that the introduction of suitable speed limits for vehicles on certain categories of road, depending on their characteristic features and traffic density, would appreciably reduce the number of road accidents, or at least their gravity. Bearing this in mind the Commission has placed the problem of speed limits on its list of priority projects to be undertaken with the aim of improving road safety. It also recently expressed this point of view before the Parliament's Transport Commission.

The Commission is currently studying (a) the results obtained in those countries where blanket speed limits have been imposed and (b) the limiting parameters which might have to be taken into consideration. It will, of course, also take into account the work carried out in this field by the various international organizations, notably as regards the effects of these blanket speed limits on safety, traffic flow and economics. When these studies have been completed, the Commission will be in a position to pronounce on the advisability of drawing up uniform regulations in this field to cover the six Member States. Should such action be deemed advisable, the Commission would submit proposals for Community measures during the first half of next year.

The Intelsat Negotiations and After

Since 20 August 1971 the texts of the agreements governing the establishment and operation of the International Telecommunications Satellite Consortium (Intelsat), adopted at the plenary conference held in Washington in May of this year, have been open for signature by the organization's 79 member countries.

At that conference discussion centred primarily on four problems, and the final compromise, which reduced, but did not entirely eliminate American supremacy, satisfies nobody completely:

1. The Assembly of Parties, made up of the representatives of the states signatory to the Intelsat Agreement, has the power only to make recommendations.
2. Industrial policy is still based on the principles of competitive bidding. Contracts for supplies will be open to tender on the international market, but orders will continue to be awarded to those bidders offering the best combination of price, quality and delivery dates.
3. The method of adopting amendments to the Intelsat Agreement has been slightly modified. The USA, which wanted to have a veto, finally agreed that an amendment would be considered to be adopted when it has been ratified by at least two-thirds of the members, representing at least two-thirds of the shares in the investment, or by 85% of the members, whatever proportion of the said shares they may represent. (The USA now holds about 38%. Up to now it has held 53%, but a clause in the Agreement now stipulates that no member may hold more than 40%.)

4. Lastly, the operation of satellites outside the Intelsat system is subject to a vote by at least two-thirds of the Assembly of Parties that these are compatible with the Intelsat system and do not cause it major economic harm. Likewise, the Assembly of Parties may decide to extend Intelsat's activities to spheres other than telecommunications.

The Intelsat Agreement prescribes a six-year transitional period before the final arrangements are adopted. During this period, the final arrangements for the management of the organization are to be worked out in a study carried out under the control of the Board of Directors.

The Assembly of Parties shall agree on the organizational structure of the executive body within not more than five years of the Agreement coming into force.

A Director-General is to be appointed a year before the expiry of the service contract concluded with Comsat, or not later than 31 December 1976. He will then be responsible to the Board of Directors for the entire running of Intelsat, (i.e., the tasks carried out by the Secretary-General and Comsat during the six-year transitional period). In particular, he shall set up the final management organization of Intelsat as defined by the study and approved by the Assembly of Parties.

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The large block of shares still held by the USA, however, gives it a predominating influence in the Board of Directors, in which the bulk of the powers is vested. The position of American industry as regards the provision of equipment for the space segment, combined with the retention of Comsat as the managing company for at least the next six years, help to strengthen this influence even further.

ANNEX 2 p.3

European countries signed the Interim Agreements in 1964 with the hope that the development of their space capability would put them in a better position when entering into the negotiation of the final agreement in 1969. The difficulties experienced by the European space effort have not enabled this hope to be realized, even in 1971.

Europe now has the six years of the transitional period to prepare for the discussions on the permanent arrangements for the Intelsat executive body, which will be unveiled on the completion of the above-mentioned study. These negotiations will probably be very tough. The countries of Europe should learn from past experience and join forces to carry out a programme that will enable them to build up their satellite communications capability as rapidly as possible. Furthermore, it appears essential for them to present a common front in discussions within the organs of Intelsat, which they have failed to do so far. They must realize the considerable benefits that such unity will bring them, for, while individually their holdings are tiny compared with the USA's 38.28%, even the existing Six-nation Community holds 7.9%, while the enlarged Community would have 19.3%.

It is important to make the best use of this power to influence the decisions that will permanently determine the shape of Intelsat's organization.