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- ** Negotiations on EUROPEAN COUNTRIES' PARTICIPATION IN THE POST-APOLLO PROGRAMME are proving difficult. A outline of the situation will be found in ANNEX 1.
- ** A German firm has decided to embark upon studies aimed at the construction of a 1,000 kg experimental safety vehicle. This emerges from a reply by the Commission of the European Communities to a written question put by Mr Glinne, a Belgian member of the European Parliament, concerning GREATER MOTOR VEHICLE SAFETY. The text of this reply will be found in ANNEX 2.
- ** The French and British Ministers with responsibility for the construction of the CONCORDE AIRCRAFT are to meet at the end of this month to take a decision on the series production of the Concorde (construction of aircraft Nos. 7-10 and ordering of materials for aircraft Nos. 11-16). Some of the advantages inherent in the Concorde programme are outlined in ANNEX 3.

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The information and articles published in this Bulletin concern European scientific cooperation. 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 circles concerned in European cooperation in science and technology.

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** The leading electricity producers in the Community are nearing successful completion of the negotiations for the construction of TWO 1,000 MWe FAST REACTOR PROTOTYPES (see "Research and Technology" No. 26). In addition, the Committee for the European Community of the International Union of Producers and Distributors of Electrical Energy (UNIPEDE) is to be assigned the task, with the backing of the Commission of the European Communities, of carrying out a study aimed at ascertaining the ECONOMIC PROSPECTS FOR THE TYPE OF REACTOR in the light of forecasts which can already be made on the subject.

This is the result of a meeting held in Brussels on 16 March 1971 which brought together the representatives of the governments, research centres, electricity industries and producers in the Community member countries and the Commission of the European Communities on the Community's Coordinating Committee for Fast Reactors (see "Research and Technology" No. 69). The Committee has also decided to examine possible ways of COORDINATING THE VARIOUS RESEARCH PROGRAMMES being conducted in the Community on fast reactor development.

** An examination of the trend followed by REAL GROSS EARNINGS OF INDUSTRIAL WORKERS in the Community countries from mid-1969 to mid-1970 reveals that purchasing power increased by about 16% in Italy (as against 7% for the previous annual period), 11% in Germany (4.5%), 10% in Luxembourg (6%), 9% in Belgium (5%), 6.5% in the Netherlands (3.5%) and 4.5% in France (1.5%). This was announced in a statement to the European Parliament by Mr Coppé, Member of the Commission of the European Communities with special responsibility for social affairs.

** The Commission of the European Communities has to date submitted to the Council of the Community 33 proposed directives aimed at the ELIMINATION OF TECHNICAL BARRIERS TO TRADE. Only ten of these directives have been adopted by the Council. As

the current programme of work alone provides for the preparation and adoption of more than 150 directives, the Commission has given consideration to a number of practical measures at Community level designed to speed up the taking of decisions essential to ensure the effective establishment of a common market in the industrial sector.

** The Commission of the European Communities has forwarded to the Council a proposed directive aimed at COORDINATING PROCEDURES FOR THE AWARD OF PUBLIC SUPPLY CONTRACTS.

The removal of all restrictions on the award of public supply contracts, which is implicit in the Rome Treaty, is still hampered by the disparity in the laws applied by the various Member States in this sector, and particularly the discretionary powers exercised by the national authorities in the granting of such contracts, a source of many forms of discrimination. With the aim of curbing the national authorities' powers so as to prevent any arbitrary action in the judging of tenders, the Commission of the European Communities proposes abolishing any discriminatory clause governing the choice of suppliers and publishing notices at Community level concerning major public supply contracts.

** In reply to a written question from Mr Vredeling, a Dutch member of the European Parliament, the Commission of the European Communities states that, as part of a comprehensive project for improving the ENVIRONMENT, its competent departments are now studying the different kinds of pollution, and in particular possible ways of securing Community regulations in the field of THROW-AWAY PACKAGING in view of the important economic factors involved.

- ** THERMAL VALORIZATION OF COAL will be the subject of a meeting of the Community experts participating in an overall study, financed by the Commission of the European Communities, on conventional coking. The meeting is to be held on 25 March 1971 at Hagondange (France), where a plant for preheating coking coal prior to insertion in coking ovens, which is in receipt of Community aid, is in operation.
- ** On 12 March 1971, Mr Malfatti, the President, and Mr Dahrendorf and Mr Spinelli, members of the Commission of the European Communities, received the representatives of the STANDING CONFERENCE OF CHAMBERS OF COMMERCE AND INDUSTRY OF THE EEC. Prominent among the subjects discussed were the problems inherent in relations between the Community and the United States, the Community's industrial policy and economic and monetary union.
- ** THE COMMUNITY'S INDUSTRIAL POLICY was the subject of an important statement by Mr Spinelli, Member of the Commission with special responsibility for industrial and research affairs, to the European Parliament on 9 February 1971 (see summary of this address in "Research and Technology" No. 86). The full text of this statement will be sent on request (please specify language desired) addressed to the Scientific and Technological Information Service, Commission of the European Communities, 200 rue de la Loi, Brussels, Belgium.

Negotiations on the European Countries' Participation
in the Post-Apollo Programme Running into Difficulties

Possible participation by the European countries in the Post-Apollo Programme, as proposed by NASA at the end of 1969, faced these countries with the problem of reshaping their current programmes (abandonment of launcher construction could be considered if the United States would undertake to supply the European countries with the launchers needed for their space programme) and also with the problem of guarantees affording Europe genuine participation in management of the project and access to the scientific and technological know-how resulting from the Post-Apollo Programme.

In November 1970, Mr Lefèvre, Belgian Minister for Scientific Research and President of the European Space Conference, reported to the European Space Conference on the results of the mission on which he had been sent to the US government.

The Member States of the European Space Conference felt that the attitude adopted by the United States was not wholly satisfactory, or at all events required clarification, for the following reasons in particular:

- The United States made its agreement to the supplying of launching facilities dependent on obtaining a favourable recommendation from the Intelsat Assembly, where it has a preponderant influence and economic interests;
- Participation by the European countries in decision-making and their access to information and installations were not permitted as part of a true partnership.

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Mr Lefèvre was accordingly sent on a second fact-finding mission, in the context of which the European and US delegations met again on 11 and 12 February 1971. The Americans expressed general agreement with the proposition advanced by the Europeans for the construction by the latter of a complete component of the system (e.g., the space tug) to which certain other components could be added. They also acceded to the Europeans' request for application of the partnership and joint venture rules, involving co-management in matters affecting the project as a whole.

On the other hand, the Americans would not shift from their initial positions as regards access to information and to installations, which the Europeans wanted to be broadened in a way that would, for example, have enabled Europe to avail itself of the new techniques arising out of construction of the overall system.

Nor would the Americans agree not to call their global agreement into question in the event of Intelsat's recommendation concerning a communications satellite launching project not being favourable. This recommendation is to be based on an assessment by the Intelsat Assembly as to whether the launching of the satellite in question would or would not cause considerable economic prejudice to the Organization (Article XIV of the draft agreement). The United States representatives stated that they would consider as non-applicable a favourable recommendation not backed by two-thirds of the members of the Assembly.

The US position, which appears to represent a backdown on that adopted in September, has failed to satisfy the Europeans, who, in order to secure launching equipment, would have to accompany their participation in the Post-Apollo Programme

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with a continuation of their efforts in the field of conventional launchers and make plans for the setting-up of a European launching pad, something which would be beyond their financial resources.

Contacts between the United States and Europe are continuing. However, if the former's attitude does not change (and there should be certainty on this point by the end of March), the European Space Conference Ministers will doubtless have little inclination to embark on any extensive participation in the Post-Apollo Programme.

At all events, it is a reasonable assumption that if the European countries were to present a common front in space cooperation, and more generally in other sectors of scientific and technological cooperation, their views would carry more weight.

Greater Motor Vehicle Safety

(Reply by the Commission of the European Communities to a written question submitted by Mr Glinne, a Belgian Member of the European Parliament)

1. Under the Traffic Safety Act, the US government has since 1965 been drawing up Federal Standards designed to improve vehicle safety conditions and to standardize the regulations, which, where they exist, sometimes differ, in force in the various States of the USA.

These regulations are applicable to all vehicles in circulation in US territory, whether they are of US manufacture or imported. Several Federal Standards are already in operation, others are at the planning stage, and others again are due to enter into force at varying dates in the future.

To dovetail with the measures which it has adopted under this Act, the US government has taken a step aimed at securing greater road traffic safety at a period further ahead (around 1975) by first designing and then constructing one or more types of experimental safety vehicles.

The underlying purpose is to determine the conditions to be fulfilled by a "safe" vehicle, which are probably to be embodied in Federal Standards.

The US government has proposed to other governments, and in particular of European countries, that they take similar measures and exchange information on the results obtained from such studies. In this context, discussions were held

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during 1970 between the responsible authorities of the USA and those of certain European governments and also representatives of European industry; further contacts of this kind are planned for 1971.

There have also been discussions in NATO's Committee on the Challenges of Modern Society (CCSM), which have been concerned with a programme for improving the environment in general. Motor vehicle safety is one of the major subjects in this programme and the United States has appointed the pilot country for studies and research on the experimental safety vehicle.

2. The Commission has already affirmed on several occasions its conviction that motor vehicle safety conditions must be intensified and harmonized in as wide a framework as possible and at least at Community level.

As part of its "General Programme for the Elimination of Technical Obstacles to Trade", the Commission has submitted to the Council a number of proposed directives in the motor vehicle sector, eight of which have already been adopted. These directives harmonize the technical provisions in force in the Member States and strengthen motor vehicle safety conditions. Harmonization of the standards applying to vehicles for export to third countries can only be effected within international groupings, such as the Economic Commission for Europe. Moreover, with the prospect of their being applied to a wider market than the Community's, the Community directives take account of these organizations' regulations and recommendations.

3. The competent departments of the Commission are as a rule kept abreast of the results of the discussions between European governments and the US government.

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4. Within the framework of the cooperation proposed by the US government concerning the safety vehicle study, the Ministry of Transport of West Germany has, according to information possessed by the Commission, signed an agreement with the United States Transportation Department for the exchange of information on the results of research undertaken in this field; so far, the other Member-State governments are not believed to have entered into any such agreement.

In the present state of contacts and studies, it would not yet appear possible to gauge the precise extent to which standards resulting from such studies might create fresh obstacles to trade.

5. According to the data available to the Commission, a German firm has decided to carry out studies aimed at the construction of a 1,000 kg experimental safety vehicle, although the German government has not voted any subsidies for the firm in question.

6. With regard to the US Federal Standards now in force or projected, the Commission has taken steps with the US government, whenever this has been deemed necessary and after full consultation with the Member States, to safeguard the interests of Community exporters.

Similarly, the Commission will continue to take the necessary steps - at the proper time - concerning standards which arise from studies and research undertaken in respect of experimental safety vehicles.

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The Concorde

Those who criticize the Concorde in the name of protection of the environment must be reminded that there is no evidence that the pollution and discomfort caused by the noise emission from the Concorde on landing and taking off will be of a higher level than in the case of long-haul aircraft currently in service. This being so, limitation of the permissible noise levels, for example, should not be the responsibility of any one region or country but that of an international conference, without which any measures taken could only have unilateral application. Such an approach would also make it possible to obtain an overall idea of the problems stemming from the environment in the aircraft field.

The British government has not yet officially decided to participate in the European Airbus programme (see "Research and Technology" No. 77), and consequently the Concorde programme is still of fundamental importance to European cooperation in the aviation sector. Concorde is the main focus of joint Franco-British aeronautical interests; continuation of this programme may therefore prove a decisive factor in the future European aerospace industry.

It must not be forgotten that the Concorde programme constitutes a meeting ground for the two European countries with the largest aircraft output and is thus calculated to assist the solution of a number of adjustment problems confronting British aerospace firms in a European Community widened by the inclusion of the United Kingdom.

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Concorde is a European technological achievement, which can only be crowned with economic success among airlines if series production goes ahead without any further delay. The project must now be got into commercial service, even at the cost of a few teething troubles, so as to restore to Europe the "brand image" which it can justly claim.

It is true that implementation of the project has so far been concentrated in only two European countries; nevertheless, there must be no overlooking the fact that, on the technical level, Concorde has yielded results from which all European constructors are able to benefit, and in particular:

- materials: existing alloys which have been used in the project have been optimized, especially when employed in structures subjected to high thermal stress;
- means of production: new forming and assembly techniques have been developed which, moreover, are already being used in the Airbus project.

On the purely commercial level, it is not unreasonable to imagine that, quite apart from the transatlantic links, there might be a privileged market for this type of aircraft in trans-Pacific links, for it would appear to meet a growing need among businessmen in the large centres in Australia, South Africa and Japan.