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European University Institute (see inside back cover)

I

(Information)

COMMISSION

Ecu ⁽¹⁾

10 February 1994

(94/C 41/01)

Currency amount for one unit:

| | | | |
|------------------------------|----------|----------------------|---------|
| Belgian and Luxembourg franc | 40,0618 | United States dollar | 1,10355 |
| Danish krone | 7,57093 | Canadian dollar | 1,48042 |
| German mark | 1,94314 | Japanese yen | 119,570 |
| Greek drachma | 279,486 | Swiss franc | 1,63657 |
| Spanish peseta | 157,588 | Norwegian krone | 8,37542 |
| French franc | 6,59925 | Swedish krona | 8,90458 |
| Irish pound | 0,786624 | Finnish markka | 6,27040 |
| Italian lira | 1866,88 | Austrian schilling | 13,6598 |
| Dutch guilder | 2,17676 | Icelandic krona | 81,4423 |
| Portuguese escudo | 195,406 | Australian dollar | 1,53016 |
| Pound sterling | 0,756896 | New Zealand dollar | 1,91257 |
| | | South African rand | 3,80461 |

The Commission has installed a telex with an automatic answering device which gives the conversion rates in a number of currencies. This service is available every day from 3.30 p.m. until 1 p.m. the following day.

Users of the service should do as follows:

- call telex number Brussels 23789;
- give their own telex code;
- type the code 'cccc' which puts the automatic system into operation resulting in the transmission of the conversion rates of the ecu;
- the transmission should not be interrupted until the end of the message, which is marked by the code 'ffff'.

Note: The Commission also has an automatic telex answering service (No 21791) and an automatic fax answering service (No 296 10 97) providing daily data concerning calculation of the conversion rates applicable for the purposes of the common agricultural policy.

⁽¹⁾ Council Regulation (EEC) No 3180/78 of 18 December 1978 (OJ No L 379, 30. 12. 1978, p. 1), as last amended by Regulation (EEC) No 1971/89 (OJ No L 189, 4. 7. 1989, p. 1).
Council Decision 80/1184/EEC of 18 December 1980 (Convention of Lomé) (OJ No L 349, 23. 12. 1980, p. 34).

Commission Decision No 3334/80/ECSC of 19 December 1980 (OJ No L 349, 23. 12. 1980, p. 27).

Financial Regulation of 16 December 1980 concerning the general budget of the European Communities (OJ No L 345, 20. 12. 1980, p. 23).

Council Regulation (EEC) No 3308/80 of 16 December 1980 (OJ No L 345, 20. 12. 1980, p. 1).

Decision of the Council of Governors of the European Investment Bank of 13 May 1981 (OJ No L 311, 30. 10. 1981, p. 1).

GROUND-HANDLING SERVICES

Consultation paper

(94/C 41/02)

(Text with EEA relevance)

I. INTRODUCTION

1. Implementation of the third package of air transport measures adopted by the Council has already intensified competition in air transport to some extent. For the full benefit of liberalization to be felt, however, there will also have to be new rules of play applying the principles of competition to activities ancillary to air transport proper. Such, for example, was the aim of the proposal for a Community code of conduct for computerized reservation systems.

2. The provision of ground-handling services falls into this category. Since liberalization, Community airlines have been able to operate on an open market, but if they are to seize all the opportunities afforded by this new environment they must be better able to control their prices, costs and the quality of services supplied. Ground handling is a substantial factor in airlines' operating costs. Ground handling is also an important aspect of the way in which airlines seek to differentiate the image they present to customers. Carriers are therefore anxious to have the freedom to choose between several suppliers of different services, or to provide their own services.

Certain airports might also be interested in differentiating their image from other airports to the extent that they compete for part of the traffic. Those aspects are of relevance, however, primarily in relation to air carriers as users of the airports. They are less important in relation to the passengers, for which carriers compete in a liberalized environment.

3. The large number of complaints received by the Commission in recent months is evidence of the existence of problems in this sector. The continued existence of monopolies or undertakings with special or exclusive rights in a number of Community airports indicates that ground-handling services are atypical of the liberalized air transport market. Moreover, the Commission granted a block exemption for certain types of agreement between undertakings in this sector under Article 85 (3) of the EC Treaty. The exemption expired at the end of 1992, and it is now necessary to set up a framework that will regulate and organize the market for ground-handling services in accordance with the principles of competition.

II. PRESENT STATUS OF THE GROUND-HANDLING MARKET

Ground-handling services

4. 'Ground-handling services' are all the services supplied at an airport for the aircraft itself, the passengers and the cargo. They are very varied and do not form a homogeneous whole. They may be subdivided into 11 major categories on the basis of Annex A to the IATA Standard Ground-handling Agreement (the references are to Sections of that Agreement):

1. ground administration and supervision (Sections 1, 2, 3 and 13);
2. passenger handling (Section 4, excepting 4.4);
3. baggage handling (Section 4.4);
4. cargo and mail handling (Section 5);
5. ramp services (Section 6);
6. cleaning (Section 7);
7. fuelling (Section 8);
8. aircraft maintenance (Section 9);
9. flight operations and crew administration (Section 10);
10. surface transport (Section 11);
11. catering services (Section 12).

Situation in airports

5. The supply of ground-handling services differs from one airport to another, and even from one terminal to another within the same airport. It is nevertheless possible to pinpoint certain general patterns.

In a number of Community airports, ground handling is only partially open to competition:

- in many cases the airport or the national carrier operates a monopoly or duopoly,
- in addition, carriers are not always allowed to perform their own handling services.

Airlines are thus not always able to choose between competing suppliers; suppliers have a margin of discretion to set prices that are barely transparent, at levels which may not effectively reflect their costs, or which exceed those which would result from the free interaction of supply and demand. Furthermore, the lack of competition and the restrictions on carriers providing their own services could prevent carriers from improving the quality of services or matching them to the specific needs of their customers. Lastly, service suppliers holding a monopoly can in practice favour certain carriers to the detriment of others: the risk is even greater where monopoly suppliers are themselves carriers, as is sometimes the case, and hence direct competitors of the airlines that are forced to use their services.

6. Very likely the optimum degree of market openness will not be identical in all the airports in question. It is in particular in the large airports that the problems of choice affect the largest number of consumers and potential suppliers. It is also in the busiest airports that the problems of discrimination against new suppliers are liable to arise most frequently. And it is probably in these large airports that liberalization is least likely to encounter practical obstacles.

7. In addition, the supply of ground-handling services is subject to a number of constraints, chief among which are the following:

— available capacity and space in airports: This constraint essentially concerns the space available in terminals and ramp areas, which may be inadequate for the personnel and technical equipment required to supply the services concerned. Lack of space can also affect the infrastructures needed to supply services such as passenger check-in desks, or the central area for sorting and dispatching baggage to terminals,

— security and safety: This is a constraint imposed by the need for identity checks on persons with access to areas that are closed to the public and sensitive from the standpoint of airport security (the security aspect), and the need to coordinate and supervise all operations so as to prevent accidents (the safety aspect). The latter aspect is partly linked to the problem of lack of space referred to above,

— technical feasibility: The provision of some handling services means that suppliers must have

access to certain equipment and certain infrastructures. Constraints caused by technical feasibility may thus affect the supply of particular services. These constraints are not related to problems of capacity, but they may be aggravated by a lack of space. The need to coordinate or indeed centralize certain functions may constitute a major constraint, in particular as regards the utilization of facilities and infrastructures,

— investment costs: In some cases, the only way of alleviating or removing the constraints caused by lack of capacity and space and by the need for coordination is through considerable investment, on the part of both the service supplier and the airport itself. This fact may in certain cases militate against liberalization of certain services in the short term, or make it necessary to restrict its extent.

The question of the necessity for an airport to guarantee a minimum transfer time might also be examined in particular cases.

It is essential to take account of all these constraints to ensure that the ground-handling services provided in airports are efficient. Such constraints can have a significant impact on the overall capacity of airports, which can in turn restrict the scope for opening up these services to competition.

The constraints do not affect all types of services to the same degree. They may also differ from one airport to another, and occasionally from one terminal to another within the same airport.

III. ENDS AND MEANS

8. The current situation therefore requires that the market in ground handling services be reorganized and opened up to competition, the principal objective being to guarantee quality services and an acceptable level of prices for all interested parties. This will mean:

— avoiding discriminatory practices observed at certain airports and distortions of competition between carriers which such practices may engender,

— preventing similar situations recurring in future.

The means to this end are twofold.

1. The market should be opened up by removing to current *de jure* and *de facto* restrictions, so as to establish free access to the market by service suppliers.
2. This process should be accompanied by framework measures laying down minimum rules for Member States, airports and service suppliers to ensure that access to the market remains open and that the market works in accordance with competitive principles. Such measures would in no way preclude national rules intended for example to guarantee sound management of infrastructures and to maintain safety and security. National rules would nevertheless have to comply with Community law.

Opening up the market

9. Given the wide variety of services involved, not all ground-handling services need necessarily be covered by the same arrangements for liberalizing the market: for practical reasons, some types of service are better suited for complete liberalization than others. A differentiated approach designed to liberalize some types of service completely and others partially is probably better geared to the characteristics of the various types of service, to user requirements and to constraints at airports.

Degrees of liberalization

10. As regards the various degrees of liberalization, the following options can be envisaged:
 1. complete liberalization would require the abolition of all exclusive or special rights and of legal restrictions on the freedom of airlines to provide their own services. Competition would be given a free rein, the number of suppliers would not be limited, and self supply would be allowed without restriction;
 2. a more limited form of liberalization would involve the partial elimination of current restrictions and the authorization of a limited number of suppliers, at least one of whom should be independent, i.e. not controlled directly or indirectly by the airport itself or by the dominant carrier (a carrier accounting for more than a certain percentage of the airport's traffic). Authorized suppliers would be selected by tender.

This partial liberalization would be accompanied by the complete removal of restrictions on carriers providing their own services. Each airline would therefore have a choice between providing its own services and using those of authorized suppliers, at least one of whom would be independent.

Criteria

11. The optimum degree to which the various services should be opened up to competition can be determined by reference to a number of criteria.

1. *Contact with passengers*

Some services are in more immediate contact with passengers themselves and influence the image of an airline in the eyes of the travelling public. These are, principally:

- passenger handling,
- baggage handling,
- catering, and
- cleaning.

These are services where there may be the strongest arguments for opening up the market completely, since it is essential for airlines to be able to control the quality of the service and, in order to do this, to have as much freedom as possible in choosing their supplier.

2. *Technical complexity and cost of investment*

Some services, such as ground administration and supervision, do not require considerable investment by the supplier nor are they very technical in character. Others, however, do fall into this category, e.g. fuelling and aircraft maintenance.

In the case of very technical or capital-intensive services, few candidates will probably respond to market liberalization moves. Complete liberalization is therefore less necessary.

3. *Capacity and space available*

At many airports, the capacity of the installations, especially terminals, may limit the number of service suppliers that can be accommodated in practice. There are two aspects to this difficulty:

- virtually all handling services may be affected since the supplier's physical presence at the airport will almost always be necessary, at least intermittently; the only exceptions seem to be ground administration and supervision and flight operations and crew administration, which require very little space,
- the degree of difficulty may differ completely from one airport to another and even from one terminal to another.

On the basis of the information available to the Commission it is hard at present to judge what the real impact is in each case.

Another major problem associated with this constraint is the investment which opening up the market may require of the airport itself, and not just of the service suppliers. While it is reasonable that a supplier should bear the costs of providing services at an airport, it is less obvious that airports should be forced to undertake the sometimes considerable investment that accommodating new suppliers might require. Service suppliers could therefore be invited to contribute in some way to the financing of such investment, e.g. through the rents, charges and fees, etc. which they are asked to pay in return for access to the infrastructure.

4. *Safety and security*

In certain cases, safety and security requirements may also limit the number of suppliers of certain services that can be accommodated. This is particularly so in the case of:

- services which involve direct access by staff to the aircraft or to sensitive areas, such as catering, cleaning or aircraft maintenance,
- services involving the movement of vehicles in mixed areas where aircraft are also present, e.g. ramp services or fuelling.

Strictly speaking, this means only that the airport should have the power to check the identity of persons having access to the aircraft and to sensitive areas, and to make sure that staff and vehicles comply with the necessary traffic and coordination rules. This does not seem automatically incompatible with opening up the market, provided that increasing the number of suppliers does not make it impossible in practice to carry out such checks and coordination measures. It will therefore be necessary to find a compromise which will achieve the highest degree of liberalization compatible with maintaining the level of safety and security necessary.

12. These considerations suggest that the best candidate for complete liberalization is a service:

- which is close to the passenger,
- which involves little cost and is technically straightforward,
- where security and safety constraints are not prominent, and
- which is not likely to be affected by a lack of space or capacity.

The ideal example is passenger handling.

Conversely, the worst candidate for complete liberalization is a service:

- where there is no contact with passengers,
- which is technically complex or involves a high level of investment,
- where there are acute problems of safety or security, and
- where available capacity or space is likely to be limited.

A typical example would be fuelling or ramp services.

Framework measures

13. The framework measures include a number which are likely to be applied across the board despite the variety of situations encountered. The main ones are as follows:

1. 'unbundling', would separate the functions of airport manager and service supplier.

All ground-handling services are supplied, by definition, at an airport, whose infrastructure is used by the service suppliers. The body responsible for managing the airport can, therefore, through its decisions, significantly influence competition between the various suppliers of ground-handling services. It is consequently essential to ensure that it remains impartial with regard to them.

At present, the managing bodies of several airports are also suppliers of ground-handling services, under various arrangements which range from a straightforward monopoly to a holding in a specialist company. Competition between suppliers can be distorted by this duality of roles.

Four types of measure can be taken in order to contain this risk:

(a) unbundling of accounts

this would oblige airports to differentiate in their cost accounting between airport management activities and ground-handling services;

(b) management unbundling

in addition to unbundled accounts, this level requires separate management for the two activities (e.g. a company with two separate divisions);

(c) legal unbundling

this requires, in addition to (b), that the two activities be carried out by bodies with separate legal personality;

(d) total unbundling

this would, in addition to (c), prohibit any economic links between the two legal persons.

'Total unbundling' would avoid all conflicts of interest; it would require airports to sell off their ground-handling divisions. But at the present time the two activities are vertically integrated in many airports, and total unbundling could cause practical and legal difficulties which might be quite serious in some cases. 'Legal unbundling', which does not present such difficulties, appears sufficient for the present purpose;

2. where a service was not opened up to competition, and continued as a monopoly under the exemption clause described in point 15 (3) below, measures could be taken to ensure transparency in the prices charged for the service, and to establish machinery for compulsory consultation between the service supplier and carriers.

There might also be a conciliation procedure to deal with disputes;

3. where the market was fully open to competition, procedures could be laid down under which the airport would have to give approval to service suppliers. This should not be a discriminatory power; any requirements imposed would have to comply with a number of principles in order to avoid any unfairness:

- they would have to be non discriminatory,
- they would have to be suited to the purpose in view,
- they could not impose constraints or costs on service suppliers which were out of proportion to the gains in effectiveness, safety or security which they were likely to produce,
- they could not have the effect of reducing market openness below a level authorized by the Community legislation;

4. public tendering procedures could be established at Community level for the designation of successful candidates where the market could not

be opened fully and the number of suppliers had to be limited.

Such procedures would have the advantage of preventing any collusion between certain service suppliers and the managing body or any favouritism on the managing body's part;

5. there are principles which ought to govern any requirements imposed on service suppliers by the airport. Whether or not the market is fully open to competition, the airport authority or corporation, as the body managing and regulating the airport, must be entitled to take the measures necessary for efficient management and for security and safety. It must be able to require service suppliers at the airport to comply with the rules and conditions it considers appropriate for these purposes. But such measures should comply with the same principles as those listed in point 3.

A binding code of conduct might incorporate some of the framework measures just mentioned.

14. The liberalization measures envisaged here could have repercussions on employment in ground-handling services:

- as competition became effective, that is to say when new service suppliers had acquired sufficient market share to exercise real pressure on the conduct of firms which currently enjoy a monopoly or face only a low level of competition, existing firms might be forced to seek productivity gains, and this could result in job losses,
- the new service suppliers, on the other hand, would create new jobs; and airlines would see an improvement in the quality-price ratio for ground-handling services, which would reduce their operating costs, and could have a positive effect on their employment policies, particularly in the difficult period they are going through at present.

These social consequences will have to be properly considered during the consultations, bearing in mind that problems of adjustment which might be easily resolved in a period of rapid growth can be more serious in a period where the economy is depressed.

In the long term the liberalization of the market in ground-handling services should not in principle result in a reduction in overall employment or a worsening of working conditions.

IV. CONCLUSIONS

15. The Commission accordingly takes the view that there is a need for a reorganization of the market in ground-handling services. Such a reorganization might comprise the following:

1. The market in ground-handling services could be opened up by fully liberalizing all services which come into some sort of contact with the user, or which are subject to only minor constraints of cost, safety and security, or available capacity and space. There would be no limit to the number of service suppliers, and airlines would be free to provide their own ground-handling services without restriction; this arrangement would in any event apply to ground administration and supervision and to flight operations and crew administration, where there are practically no constraints of the kind just referred to, and to passenger handling, which directly affects the image of the airline in the eyes of the travelling public. Cleaning, cargo and mail handling and catering might also be fully liberalized, but the Commission wishes to consult interested parties before deciding its position on this point.
2. Those categories of service in which the contact element is absent, or in which there are practical constraints which stand in the way of a full opening of the market, could be partially liberalized. Here there would be a minimum number of service suppliers, the number being determined in the light of the consultation process; one supplier at least would be independent both of the airport and of the dominant carrier, and airlines would be free to provide their own services. This arrangement would apply to the types of service where problems of safety and security are most serious, such as ramp services and other activities which involve the movement of staff and vehicles in the immediate neighbourhood of aircraft. It would also apply to categories such as baggage handling, where a high level of coordination or indeed centralization is usually needed, if only because of the scale of the investment undertaken by the airport itself.
3. Exemptions could be granted to airports where there were objective and specific constraints which made the opening up of the market difficult to achieve in practice. What form such exemptions should take, their extent and limits and the machinery for granting them are matters which would have to be decided in the light of the consultation process. Wherever a service was declared exempt, and was not opened up to competition, there would in any event have to be absolute transparency in respect of such aspects as price determination.

4. Binding rules could be laid down comprising in particular the following:

- (a) 'legal unbundling' of airports would allow openness in the decisions taken by the body managing the airport, to curb any discrimination or abuse on its part in its dealings with service suppliers;
- (b) procedures could be established for the approval by the airport of service suppliers wishing to provide one or more categories of service which were fully liberalized at that airport. The airport would be entitled to impose requirements needed for the proper management of the infrastructure and for the preservation of safety and security. These requirements would nevertheless have to comply with a number of fundamental principles
 - they would have to be non-discriminatory,
 - they would have to be suited to the purpose in view,
 - they would have to be in proportion to that purpose,
 - they could not reduce the openness of the market to a point below what was required by Community legislation;
- (c) impartial tendering procedures could be laid down at Community level for the designation of suppliers of services wherever their number was limited. These procedures could be based on the Community legislation on the award of public contracts;
- (d) the body managing the airport could be entitled to take measures or impose requirements necessary for the proper management of infrastructures and in the interests of safety and security. Such measures or requirements would apply to all service suppliers for the entire time they operated at the airport. They would have to comply with the principles listed at point (b) above;
- (e) there should be transparent, objective and non-discriminatory conditions for access to airport property and plant by service suppliers and by airlines wishing to perform their own ground-handling services;
- (f) machinery should be set up for consultation and conciliation between airports, carriers and suppliers of services, to deal particularly with
 - disputes concerning rent, charges, etc. imposed on service suppliers by the airport

- authority for access to and use of infra-structures,
- changes in the prices of services for which the airport has secured exemption in accordance with point 3 above, so that it is not required to open them up to competition.
5. These measures would apply to airports and airport systems recording no less than two million passenger movements or 50 000 tonnes of cargo a year.

The Commission invites interested parties to transmit their comments and observations. All correspondence should be sent before 1 March 1994 to the following address:

European Commission,
 'Ground-handling consultation',
 DG IV — DG VII,
 200, Rue de la Loi,
 B-1049 Brussels.

Commission communication pursuant to Article 9 (9) of Council Regulation (EEC) No 3420/83 of 14 November 1983

(94/C 41/03)

By virtue of Article 9 (1) of Council Regulation (EEC) No 3420/83 of 14 November 1983 on import arrangements for products originating in State-trading countries, not liberalized at Community level⁽¹⁾, the Commission adopted the following change to the import arrangements applied in Benelux with regard to the People's Republic of China on 1 February 1994.

Exceptional opening of import facilities for the following products:

| CN code | Description | Value (ECU 1 000) |
|------------|---|----------------------|
| 9603 21 00 | Tooth brushes, brushes, sweeping brushes and artists' brushes (other than brushes constituting parts of machines) | 20 |
| 9603 29 10 | | |
| 9603 29 30 | | |
| 9603 29 90 | | |
| 9603 30 10 | | |
| 9603 30 90 | | |
| 9603 40 10 | | |
| 9603 90 91 | | |

⁽¹⁾ OJ No L 346, 8. 12. 1983, p. 6.

Commission communication pursuant to Article 4 (1) of Council Regulation (EEC) No 3831/90 of 20 December 1990 applying generalized tariff preferences for 1991 in respect of certain industrial products originating in developing countries, extended for 1994 by Regulation (EC) No 3668/93

(94/C 41/04)

Pursuant to Article 4 (1) of Council Regulation (EEC) No 3831/90 ⁽¹⁾, extended for 1994 by Regulation (EC) No 3668/93 ⁽²⁾, the Commission gives notice that the following fixed duty-free amounts, applicable from 1 January to 30 June 1994, have been exhausted:

| Order No | Description | Origin | Fixed duty-free amount (ECU) | Date of exhaustion |
|----------|---|---------------------|------------------------------|--------------------------|
| 10.0090 | Barium carbonate | China | 518 000 | 4. 1. 1994 |
| 10.0200 | Lactic acid | China | 156 500 | 4. 1. 1994 |
| 10.0210 | Citric acid | China | 110 500 | 4. 1. 1994 |
| 10.0220 | O-Acetylsalicylic acid, its salts and esters | China | 98 500 | 4. 1. 1994 |
| 10.0260 | Glutamic acid and its salts | Brazil Indonesia | 413 500 413 500 | 4. 1. 1994 4. 1. 1994 |
| 10.0300 | Coumarin, methylcoumarins and ethylcoumarins | China | 92 500 | 4. 1. 1994 |
| 10.0325 | Furazolidone (INN) | China | 116 000 | 4. 1. 1994 |
| 10.0360 | Other vitamins and their derivatives | China | 551 500 | 4. 1. 1994 |
| 10.0391 | Heparin and its salts | China | 2 315 500 | 4. 1. 1994 |
| 10.0395 | Gauze and articles of gauze | China | 827 000 | 4. 1. 1994 |
| 10.0440 | Resin obtained from fresh oleoresins | China | 5 788 000 | 4. 1. 1994 |
| 10.0459 | Alginic acid and its salts and esters | China | 289 500 | 4. 1. 1994 |
| 10.0510 | Other pneumatic tyres and tubes | South Korea | 684 500 | 4. 1. 1994 |
| 10.0520 | Leather of bovine or equine animals, without hair on, other than leather of heading No 4108 or 4109: — Whole bovine skin leather, of a unit surface area not exceeding 28 square feet (2,6 m ²): — — Other: — — — Otherwise prepared — Other bovine leather and equine leather, parchment-dressed or prepared after tanning | Brazil | 1 000 000 | 4. 1. 1994 |

⁽¹⁾ OJ No L 370, 31. 12. 1990, p. 1.

⁽²⁾ OJ No L 338, 31. 12. 1993, p. 22.

| Order No | Description | Origin | Fixed duty-free amount (ECU) | Date of exhaustion |
|----------|--|-------------|------------------------------|--------------------|
| 10.0570 | Trunks, suit-cases, vanity cases, executive cases, brief cases, school satchels and similar containers: — With outer surface of leather, of composition leather or of patent leather — With outer surface of plastics or of textile materials: — — Of other materials, including vulcanized fibre Other of other materials Articles of a kind normally carried in the pocket or in the handbag: — With outer surface of leather, of composition leather or of patent leather — With outer surface of plastic sheeting or of textile materials: — — Of textile materials: — — — Other Other: — With outer surface of leather, of composition leather or of patent leather — With outer surface of plastic sheeting or of textile materials: — — Other — — Musical instrument cases — — Other | South Korea | 500 000 | 4. 1. 1994 |
| 10.0580 | Articles of apparel and clothing accessories, of leather or of composition leather, excluding gloves, mittens, and mitts, protective for all trades | China | 2 257 500 | 4. 1. 1994 |
| 10.0610 | Fibreboard of wood or other ligneous materials whether or not bonded with resins or other organic substances | Brazil | 2 100 000 | 4. 1. 1994 |
| 10.0660 | Waterproof footwear with outer soles and uppers of rubber or of plastics, the uppers of which are neither fixed to the sole nor assembled by stitching, riveting, nailing, screwing, plugging or similar processes Other footwear with outer soles and uppers of rubber or plastics | South Korea | 130 000 | 4. 1. 1994 |
| 10.0670 | Footwear with uppers of leather | South Korea | 625 000 | 4. 1. 1994 |
| 10.0690 | Other footwear, with outer soles of other materials | China | 1 374 500 | 4. 1. 1994 |
| 10.0720 | Tableware, kitchenware, other household articles and toilet articles, of porcelain or china | Russia | 303 500 | 4. 1. 1994 |
| 10.1010 | Automatic data-processing machines and units thereof; magnetic or optical readers, machines for transcribing data into data media in code form, machines for processing such data, not elsewhere specified or included, other than for use in civil aircraft | South Korea | 3 750 000 | 4. 1. 1994 |
| 10.1052 | Video recording or reproducing apparatus | South Korea | 550 000 | 4. 1. 1994 |
| 10.1053 | Prepared unrecorded media for sound recording or similar recording of other phenomena other than products of Chapter 37 Records, tapes and other recorded media for sound or other similarly recorded phenomena, including matrices and masters for the production of records but excluding products of Chapter 37 | South Korea | 1 500 000 | 4. 1. 1994 |

| Order No | Description | Origin | Fixed duty-free amount (ECU) | Date of exhaustion |
|----------|---|--------------------------|------------------------------|--------------------------|
| 10.1055 | Television receivers (including video monitors and video projectors) whether or not combined in the same housing, with radio-broadcast receivers or sound or video recording or reproducing apparatus: — Colour: — — Television projection equipment — — Apparatus incorporating a video-ponic recorder or reproducer — — Television receivers with integral tube | China South Korea | 2 315 500 325 000 | 4. 1. 1994 4. 1. 1994 |
| 10.1060 | Reception apparatus for radio-telephony, radio-telegraphy or radio-broadcasting, whether or not combined in the same housing with recording or reproducing apparatus or a clock Television receivers (including video monitors and video projectors), whether or not combined in the same housing, with radio-broadcast receivers or sound or video recording or reproduction apparatus, excluding video recording or reproducing apparatus incorporating a video tuner and goods of subheadings 8528 10 14, 8528 10 16, 8528 10 18, 8528 10 22, 8528 10 28, 8528 10 52, 8528 10 54, 8528 10 56, 8528 10 58, 8528 10 62, 8528 10 66, 8528 10 72 and 8528 10 76 | Singapore South Korea | 325 000 325 000 | 4. 1. 1994 4. 1. 1994 |
| 10.1094 | Cathode-ray television picture tubes including video monitor cathode-ray tubes: — Colour | South Korea | 400 000 | 4. 1. 1994 |
| 10.1110 | Thermonic, cold cathode or photocathode valves and tubes: — Parts Diodes, transistors, and similar semiconductor devices, light emitting diodes Electronic integrated circuits and micro-assemblies | South Korea | 1 910 000 | 4. 1. 1994 |
| 10.1120 | Motor vehicles, new, of a cylinder capacity not exceeding 3 000 cm ³ | South Korea | 23 152 500 | 4. 1. 1994 |
| 10.1280 | Shaving brushes, hairbrushes, nailbrushes, eyelash brushes, and other toilet brushes for use on the person, including such brooms constituting parts of appliances Artists' brushes, writing brushes and similar brushes, for the application of cosmetics Paint, distemper, varnish or similar brushes, road-sweeping brushes, household type brooms and brushes, including shoe brushes, and clothes brushes, and brushes for grooming animals | China | 397 000 | 4. 1. 1994 |

Imports beyond these amounts are liable to payment of the normal duties of the Common Customs Tariff.

Commission communication pursuant to Article 9 (1) of Council Regulation (EEC) No 3832/90 of 20 December 1990 applying generalized tariff preferences for 1991 in respect of textile products originating in developing countries, extended for 1994 by Regulation (EC) No 3668/93

(94/C 41/05)

Pursuant to the provisions of Council Regulation (EEC) No 3832/90 ⁽¹⁾, extended for 1994 by Regulation (EC) No 3668/93 ⁽²⁾, the Commission gives notice that the following fixed duty-free amounts, applicable from 1 January to 30 June 1994, have been exhausted:

| Order No | Category | Origin | Fixed duty-free amount | Date of exhaustion |
|----------|----------|-------------|------------------------|--------------------|
| 40.0010 | 1 | Pakistan | 1 130,5 tonnes | 4. 1. 1994 |
| 40.0010 | 1 | India | 1 130,5 tonnes | 4. 1. 1994 |
| 40.0010 | 1 | Thailand | 1 130,5 tonnes | 5. 1. 1994 |
| 40.0010 | 1 | China | 113 tonnes | 4. 1. 1994 |
| 40.0020 | 2 | India | 6 457,5 tonnes | 4. 1. 1994 |
| 40.0020 | 2 | Thailand | 1 368,5 tonnes | 4. 1. 1994 |
| 40.0020 | 2 | Indonesia | 1 368,5 tonnes | 4. 1. 1994 |
| 40.0020 | 2 | South Korea | 137 tonnes | 4. 1. 1994 |
| 40.0033 | 3 | Pakistan | 315 tonnes | 4. 1. 1994 |
| 40.0033 | 3 | Thailand | 315 tonnes | 4. 1. 1994 |
| 40.0033 | 3 | Indonesia | 315 tonnes | 4. 1. 1994 |
| 40.0033 | 3 | Malaysia | 315 tonnes | 4. 1. 1994 |
| 40.0033 | 3 | China | 31,5 tonnes | 4. 1. 1994 |
| 40.0033 | 3 | South Korea | 31,5 tonnes | 4. 1. 1994 |
| 40.0040 | 4 | Brazil | 941,5 tonnes | 4. 1. 1994 |
| 40.0040 | 4 | India | 941 500 pieces | 4. 1. 1994 |
| 40.0040 | 4 | China | 94 000 pieces | 4. 1. 1994 |
| 40.0040 | 4 | South Korea | 94 000 pieces | 4. 1. 1994 |
| 40.0050 | 5 | Thailand | 754 500 pieces | 4. 1. 1994 |
| 40.0050 | 5 | China | 75 500 pieces | 4. 1. 1994 |
| 40.0060 | 6 | China | 87 500 pieces | 4. 1. 1994 |
| 40.0070 | 7 | China | 49 000 pieces | 4. 1. 1994 |
| 40.0070 | 7 | South Korea | 49 000 pieces | 4. 1. 1994 |
| 40.0080 | 8 | China | 96 000 pieces | 4. 1. 1994 |
| 40.0090 | 9 | China | 5,5 tonnes | 4. 1. 1994 |
| 40.0120 | 12 | China | 318 500 pieces | 4. 1. 1994 |
| 40.0130 | 13 | China | 201 500 pieces | 4. 1. 1994 |
| 40.0130 | 13 | South Korea | 201 500 pieces | 4. 1. 1994 |
| 40.0140 | 14 | China | 5 000 pieces | 4. 1. 1994 |
| 40.0150 | 15 | China | 22 500 pieces | 4. 1. 1994 |
| 40.0170 | 17 | China | 8 000 pieces | 4. 1. 1994 |
| 40.0180 | 18 | China | 11 tonnes | 4. 1. 1994 |
| 40.0200 | 20 | Brazil | 116 tonnes | 4. 1. 1994 |
| 40.0200 | 20 | Pakistan | 116 tonnes | 4. 1. 1994 |
| 40.0200 | 20 | India | 116 tonnes | 4. 1. 1994 |
| 40.0200 | 20 | China | 23 tonnes | 5. 1. 1994 |
| 40.0210 | 21 | China | 56 000 pieces | 4. 1. 1994 |
| 40.0220 | 22 | Thailand | 324,5 tonnes | 4. 1. 1994 |
| 40.0220 | 22 | Malaysia | 324,5 tonnes | 4. 1. 1994 |
| 40.0220 | 22 | China | 65 tonnes | 4. 1. 1994 |
| 40.0240 | 24 | Thailand | 249 500 pieces | 4. 1. 1994 |
| 40.0240 | 24 | China | 6 000 pieces | 4. 1. 1994 |
| 40.0240 | 24 | South Korea | 50 000 pieces | 4. 1. 1994 |
| 40.0260 | 26 | Thailand | 197 500 pieces | 4. 1. 1994 |

⁽¹⁾ OJ No L 370, 31. 12. 1990, p. 39.

⁽²⁾ OJ No L 338, 31. 12. 1993, p. 22.

| Order No | Category | Origin | Fixed duty-free amount | Date of exhaustion |
|----------|----------|-------------|------------------------|--------------------|
| 40.0260 | 26 | China | 39 500 pieces | 4. 1. 1994 |
| 40.0270 | 27 | China | 26 500 pieces | 4. 1. 1994 |
| 40.0270 | 27 | South Korea | 26 500 pieces | 4. 1. 1994 |
| 40.0280 | 28 | China | 11 000 pieces | 4. 1. 1994 |
| 40.0290 | 29 | China | 12 500 pieces | 4. 1. 1994 |
| 40.0310 | 31 | China | 67 000 pieces | 4. 1. 1994 |
| 40.0320 | 32 | South Korea | 9 tonnes | 4. 1. 1994 |
| 40.0350 | 35 | Indonesia | 132 tonnes | 4. 1. 1994 |
| 40.0360 | 36 | South Korea | 6 tonnes | 4. 1. 1994 |
| 40.0410 | 41 | South Korea | 75 tonnes | 4. 1. 1994 |
| 40.0680 | 68 | South Korea | 9 tonnes | 4. 1. 1994 |
| 40.0730 | 73 | China | 18 000 pieces | 4. 1. 1994 |
| 40.0760 | 76 | China | 5 tonnes | 4. 1. 1994 |
| 40.0780 | 78 | China | 16 tonnes | 4. 1. 1994 |
| 40.0830 | 83 | China | 6 tonnes | 4. 1. 1994 |
| 40.1251 | 125 A | South Korea | 226,5 tonnes | 4. 1. 1994 |
| 40.1360 | 136 | China | 60,5 tonnes | 4. 1. 1994 |

Imports beyond these amounts are liable to payment of the normal duties of the Common Customs Tariff.

Commission communication pursuant to Article 4 of Council Regulation (EEC) No 3833/90 of 20 December 1990 applying generalized tariff preferences for 1991 in respect of certain agricultural products originating in developing countries, extended for 1994 by Regulation (EC) No 3668/93

(94/C 41/06)

Pursuant to Article 4 of Council Regulation (EEC) No 3833/90⁽¹⁾, extended for 1994 by Regulation (EC) No 3668/93⁽²⁾, the Commission gives notice that the following fixed amounts, applicable from 1 January to 30 June 1994, have been exhausted:

| Order No | Description | Fixed amount | Date of exhaustion |
|----------|---|---------------|--------------------|
| 50.0025 | Pineapples, prepared or preserved, other than in slices, half slices or spirals | 24 015 tonnes | 4. 1. 1994 |

Imports beyond these amounts are liable to payment of the normal duties of the Common Customs Tariff.

⁽¹⁾ OJ No L 370, 31. 12. 1990, p. 86.

⁽²⁾ OJ No L 338, 31. 12. 1993, p. 22.

III

(Notices)

EUROPEAN PARLIAMENT

Notice concerning the organization of open competitions

(94/C 41/07)

The Secretariat of the European Parliament is organizing open competitions:

- PE/166/LA — Greek-language interpreters ⁽¹⁾
- PE/167/LA — Greek-language interpreters ⁽¹⁾
(from Italian)
- PE/168/LA — English-language interpreters ⁽²⁾
(from German or Dutch)

⁽¹⁾ OJ No C 41 A, 11. 2. 1994, Greek edition.

⁽²⁾ OJ No C 41 A, 11. 2. 1994, English edition.

COMMISSION

Economic calculations in connection with the 'drinking water' directive (Directive 80/778/EEC); Part I: Lead

European Commission

Directorate-General for Environment, Nuclear Safety and Civil Protection

Open procedure

(94/C 41/08)

1. **Awarding authority:** European Commission, Unit XI. B. 1, rue de la Loi 200, B-1049 Brussels.
 2. **Award procedure:** Call for tenders by open procedure XI.B.1/94.
 3. **Purpose of contract:** Assessment of the financial and economic costs of the measures to be taken in the event of any reduction of the maximum admissible concentration for lead: this study is part of the work to bring the directive up to date.
 4. **Time limit:** The work should be started in the middle of 1994 and provisional results made available approximately 4 months after the contract is signed.
 5. **Requests for documents:**
 - a) Preferably by facsimile (02) 296 88 25 or in writing to the address in 1; or by telephone to: Mrs Prick, tel. (02) 296 91 51; Mrs Delafontaine, tel. (02) 296 66 89.
 - b) Final date for requests for documents: 20 days after the date of the call for tenders in the Official Journal.
 - c) The documents will be supplied free of charge.
 6. **Submission of tenders:**
 - a) Tenders must be submitted to: the address in 1, for the attention of Mr J. J. Groenendaal, Unit XI.3, Finance and Contracts, BU-5 3/170;
 - b) languages: the tender must be submitted in triplicate in 1 of the official languages of the Community;
 - c) tenders must be received not later than 45 days after the date of publication of the call for tenders in the Official Journal.
 7. **Prices and terms of payments:**
 - a) Prices submitted shall be deemed to be firm and non-revisable.
 - b) The terms of payments appear in the tender documents and are those in force for study contracts awarded by the Commission.
 8. **Criteria for the award of the contract:** Only independent consultants and research bodies with supporting references covering technical and operational aspects relevant to the study and relating to the various geographical conditions prevalent in the Union will be considered. The full criteria for the award of the contract are given in the tender documents.
 9. **Date of dispatch of the notice:** 7. 2. 1994.
 10. **Date of receipt of the notice by the Publications Office:** 7. 2. 1994.
-

Cost-benefit analysis of municipal solid wastes management systems

Environment, Nuclear Safety and Civil Protection

Open procedure

(94/C 41/09)

1. **Awarding authority:** Commission of the European Communities, DG XI - Environment, Nuclear Safety and Civil Protection, Unit C. 3 - Economic aspects, rue de la Loi 200, B-1049 Brussels.
2. **Award procedure:** Open invitation to tender XI. C. 3/94.01.
3. **Reason for the invitation to tender:** The Commission of the European Communities proposes to enter into a study contract 'Cost-Benefit Analysis of Municipal Solid Wastes Management Systems' in order to determine environmental and economic costs and benefits, related to reuse, recycling, incineration and landfilling of municipal solid wastes.

The study will entail forecasts by Member State on the evolution of the production and of the composition of municipal solid wastes for the year 2000, and the expected evolution at local and national level of municipal solid wastes treatment methods for the year 2000.

The major part of the study concerns estimated financial costs and benefits of each processing route for 1993, 1997 and 2000. The estimations of collection costs will lead to the establishment of cost functions according to the collection system, to the type of area concerned (rural, semi-urban, urban). The estimations of treatment costs will lead to the establishment of cost functions, differentiated according to final treatment routes (landfilling, incineration with/without energy recovery, recycling, reuse). The environmental costs and benefits associated to each municipal solid wastes management system are to be estimated for 1993, 1997 and 2000. A sensitivity analysis will be performed to identify the key elements of arbitration between substitute management methods.

4. **Deadline for completion of the study:** The interim financial analysis-part of the study must be completed within 6 months from the date on which the contract is signed. The whole study must be completed within 12 months from the date on which the contract is signed.
5. **Documentary material:**
 - a) This may be obtained at the address in 1. Requests should be marked for the attention of

Mr J. Delbeke - Unit C. 3 (BU-5 4/109), tel. (02) 296 50 22; but preferably by facsimile (02) 296 95 59.

- b) Date limit for requesting this information: 25 calendar days following the publication of this invitation to tender in the Official Journal.
- c) Documentation is free of charge.
6. **Submission of tenders:**
 - a) Address: Commission of the European Communities, rue de la Loi 200, B-1049 Brussels, for the attention of Mr J. J. Groenendaal - DG XI/Unit 3 - Finances and Contracts (BU-5 3/170).
 - b) Languages: the tender must be submitted in 3 copies in 1 of the official languages of the Community and sent to the address in 1, for the attention of Mr J. J. Groenendaal.
 - c) Deadline for submission: 45 calendar days following the publication of this invitation to tender in the Official Journal.
7. **Financing and payment:**
 - a) The prices are considered to be fixed and definitive.
 - b) Methods of payment figure in the dossier of the application for tender and are those which are in force at the Commission for study contracts.
8. **Award criteria**

The award criteria are the following:

 - 1) experience in establishing cost-functions concerning waste disposal routes;
 - 2) experience in analysis of waste management systems;
 - 3) availability of market knowledge concerning the demand for secondary raw materials;
 - 4) experience in environmental cost and benefit evaluation;
 - 5) access to information in Member States.
9. **Notice postmarked:** 7. 2. 1994.
10. **Notice received by the OPOCE:** 7. 2. 1994.

Invitation to tender for a services contract for updating a database on European Community legislation on chemicals

Open procedure

(94/C 41/10)

1. **Contracting authority:** Commission of the European Communities, DG III, Directorate-General for Industry, Unit III C/4, for the attention of Mr von Osvath, 200 rue de la Loi, Office Nerv 3/7A, B-1049 Brussels.
2. **Description of the service:** The Commission is planning to conclude a services contract for regular updating of a trilingual (English, French and German) database on European Community legislation on chemicals.
3. **Place of delivery:** The Commission's premises.
4. a) **Provisions reserving execution of the service for a particular profession:** Not applicable (see points 13 and 15, however).
b)
c) The tenderer must provide a detailed description of the human resources to be assigned to these tasks and of the roles, qualifications and experience of the staff performing them.
5. **Indication whether service providers may tender for part of the contract:** Tenders must be submitted for the entire contract.
6. **Variants:** See specifications.
7. **Duration of contract:** Initially 1 year, renewable for 1 further year at a time for a maximum total of 3 years.
8. a) **Requests for documents:** Requests for the specifications and any further information should be sent, in writing, to: Mrs M. Marini, Commission of the European Communities, DG III/C/4, Office Nerv 3/4, 200 rue de la Loi, B-1049 Brussels.
b) **Final date for making such requests:** 30 calendar days after publication in the Official Journal.
c) **Payment:** Free.
9. a) **Persons authorized to be present at the opening of tenders:** Staff from Directorate-General III.
b) **Opening of the tenders:** Within 15 days of the final date for receipt of tenders (as in 16).
10. **Deposits and guarantees:** No deposits or guarantees are required.
- 11., 12.
13. **Information concerning the service provider:** The tenderer must provide brief documentation on all the following points:
 - similar projects completed;
 - knowledge of European Community legislation on chemicals;
 - full description of the human resources to be assigned to these tasks;
 - the role, qualifications and experience of the staff to perform them.
14. **Period during which the tenderer is bound to keep open his tender:** Nine months after the final date for submission.
15. **Award criteria:**
 - (1) The tenderer's ability, duly substantiated, to carry out this work, which requires a knowledge of chemistry (nomenclatures), information technology, European legislation and languages.
 - (2) The tenderer's experience.
 - (3) The technical quality of the bid.
 - (4) The financial aspects.
16. **Other information:** Final date for the receipt of tenders: 52 calendar days after publication in the Official Journal.
17. **Date of dispatch of the notice:** 7. 2. 1994.
18. **Date of receipt of the notice by the Office for Official Publications:** 7. 2. 1994.

MARS Project**Open procedure**

(94/C 41/11)

1. Commission of the European Communities, Joint Research Centre, for the attention of Mr. R. G. Crandon, TP 441, I-21020 Ispra (VA).
Tel. (03 32) 78 98 28. Facsimile (03 32) 78 95 36.
2. Area Frame Sampling - 1994 crop and farm surveys on the 53 European sites.

In the framework of the MARS Project (Monitoring Agriculture with Remote Sensing), proposals are asked for carrying out the crop and farm surveys on 53 European sites, distributed in Europe as follows: Belgium 1 site, Denmark 2 sites, United Kingdom 5 sites, France 13 sites, Germany 10 sites, Greece 2 sites, Ireland 1 site, Italy 7 sites, Portugal 2 sites, Spain 10 sites. These surveys consist of 2 operations:
 - a) a ground survey conducted in 5/1994 to identify the crops in previously established locations, delivering results in the beginning of 7/1994,
 - b) a yield survey done at harvest period, giving results by the middle of 12/1994.

The technical specifications for both operations can be found in a document which is obtainable on request. This document is available only in English.
- 3., 4. a), b), c)
5. Proposals can cover 1 or several countries.
- 6.
7. Deadline to end the contract: 1/1995.
8. a) As in 1.
b) 10. 3. 1994.
c)
9. a)
b) 21. 3. 1994 (17.30). As in 1.
- 10., 11.
12. According to Article 26 of Directive 92/50/CEE.
13. The candidate should have experience in:
 - 1: agriculture, namely crop identification, survey and statistics,
 - 2: database manipulation,
 - 3: coordination.
14. 120 days.
15. Open procedure, Article 15, point 2 of 92/50/CEE, according to Article 36. a).
16. Subcontracting is allowed. In case of a group of enterprises, the mandatory enterprise should be indicated. Cooperation with national agricultural statistics offices will be considered an advantage.

Candidates should submit an offer in ECU. Where more than one country is included in the same proposal, separate offers per country should be submitted. In addition to a global price per country, a global price per site should also be included.

Proposals should be sent by registered mail. After the date indicated above, proposals cannot be accepted.

The present call for tender does not oblige the JRC to effectively allocate contracts, which will depend upon the availability of appropriate funding.
17. 4. 2. 1994.
18. 4. 2. 1994.

Cost-effectiveness study of the various measures that are likely to reduce pollutant emissions from passenger cars for the year 2000

(94/C 41/12)

1. **Contracting authority:** European Commission, Directorate General III, Industry, Division III.E.5, Automobiles and other road vehicles, 200 rue de la Loi, B-1049 Brussels.

Tel. (02) 295 33 97 (Mr Richard Wright).
Telegraphic address COMEUR BRUSSELS. Telex COMEUR BRU 21877. Facsimile (02) 296 11 25.

2. **Category of service:** According to suggestions made during the 'Auto Émissions 2000' European Symposium of 21 and 22. 9. 1992, and as announced in proposal COM(92)572 of 23. 12. 1992, the Commission intends to put forward measures to reduce pollutant emissions by road traffic up to the year 2000 by means of a multifaceted approach based on an assessment of the cost effectiveness of all potential measures, e.g. vehicle technology, fuel quality, inspection and maintenance regimes and transport policy options.

The aim of the study is, first of all, to devise a coherent methodology for assessing the cost effectiveness of measures to improve air quality and, in a second phase, to perform calculations to evaluate the costs associated with each potential measure.

The study will require close co-ordination with technical work being undertaken by the European Programme on Emissions, Fuels and Engine Technologies ('Auto-Oil Programme'), which is examining the effects that a combination of improved engine technologies and reformulated fuels can have on reducing emissions.

3. **Deadline for the submission of tenders, place of delivery:** The deadline will be 52 days after the date of publication of this call for tender. Further administrative provisions are described in the information document.

4., 5., 6.

7. **Time limit for the completion of the service:** the deadline will be 6 months after the signature of the contract. The final report will need to take into account elements resulting from the auto-oil research programme carried out by the petroleum and automobile industries. An extension may be envisaged if results are not available in time; in this case, an interim report will be due 6 months after the signature of the contract.

8. a) **Name and address of the service from which the necessary documents may be requested:** European

Commission, Directorate General III, Industry, Division III.E.5, 200 rue de la Loi, B-1049 Brussels.

b) **Final date for making such a request:** 40 days after the publication of the present call for tender.

c)

9. a) **Persons authorized to be present at the opening of the tenders:** Tenders will be opened by the relevant service of DG III, in the presence of representatives of other interested services (DG XI, DG XVII,...).

b) **Date, time and place of opening:** within 2 weeks after the deadline for receipt, in Brussels.

10. **Where applicable, any deposits and guarantees required:** If the overall amount of the contract exceeds 250 000 ECU, the service provider is asked to supply a security for the initial payment in the form of a banker's guarantee.

11., 12.

13. **Information concerning the service provider's own position, and the information and formalities necessary for an appraisal of the minimum economic and technical standards required of him:** A written declaration with name, legal status, address, telephone and facsimile numbers, and the name of the person in charge.

The service provider must have sound experience in studies on engine and related technologies, and on the fuel- and oil-industry issues.

Frequent contacts with economic partners will be required to collect data on the cost of relevant technologies for the year 2000, with access to data which may be confidential.

A short CV of the co-ordinating manager(s) responsible for the contract.

14. **Period during which the service provider is bound to keep the tender open:** 6 months from the closing date.

15. **Criteria for the award of the contract:**

a) selection criteria:

— experience in the fields covered (period of interest: 3 years preceding the call for tender);

-
- experience in co-operation with industries (period of interest: 3 years preceding the call for tender);
- b) award criteria:
- quality of services offered (description of the work plan, qualifications of the employees);
 - quality and reproducibility of the methodological approach; (representativity, modularity of the approach, modelling usable by the Commission services to test alternative scenarios, novelty);
- respect of delivery deadlines;
 - price (global price).
16. **Other information:** The service provider may hand in the study in any language of the Community.
17. **Date of dispatch of the notice:** 7. 2. 1994.
18. **Date of receipt of the notice by the Office for Official Publications of the European Communities:** 7. 2. 1994.
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