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II

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COUNCIL

FIRST COUNCIL DIRECTIVE
of 4 December 1980
on the introduction of a Community driving licence

(80/1263/EEC)

THE COUNCIL OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Economic Community, and in particular Article 75 (1) (c) thereof,

Having regard to the proposal from the Commission,

Having regard to the opinion of the European Parliament (1),

Having regard to the opinion of the Economic and Social Committee (2),

Whereas, for the purposes of the common transport policy, as a contribution to improving road traffic safety, and to assist the movement of persons settling in a Member State other than that in which they have passed a driving test, or moving within the Community, it is desirable that a Community driving licence be introduced;

Whereas the introduction of a Community driving licence presupposes the harmonization of existing national driving test arrangements, which can only be achieved gradually; whereas the first stage of this harmonization could culminate in the establishment of a Community model national licence and the mutual recognition by Member States of national driving licences and the exchange of licences by holders transferring their place of residence or place of employment from one Member State to another;

Whereas the Community model national licence should be based on that defined by the Final Act of the Convention on Road Traffic drawn up in Vienna in November 1968 by the United Nations Road Traffic Conference;

Whereas the mutual recognition of driving licences issued by the different Member States and the exchange of a licence by a holder moving from one Community country to reside or work in another will only be possible further to an initial harmonization of the regulations governing the issue and validity of licences;

Whereas, without prejudice to the final provisions to be adopted by the Council on vehicle categories, it is necessary to establish common standards in respect of the validity of the licence for driving the different categories of vehicles, so that the Community model licence can be issued throughout the Community under comparable conditions;

Whereas, however, at this initial harmonization stage and pending the introduction of the final system, Member States should be allowed to lay down the conditions with regard to age and the period of validity of licences and also, under certain specific conditions, to derogate from the categories, speeds and conditions of validity laid down by this Direc-

(1) OJ No C 238, 11. 10. 1976, p. 43.
(2) OJ No C 197, 23. 8. 1976, p. 32.

tive; and, where appropriate, to check the additional conditions laid down for the exchange of driving licences of certain categories of vehicles;

Whereas it is desirable that the standards for testing drivers and issuing licences should be further harmonized as soon as possible,

HAS ADOPTED THIS DIRECTIVE:

Article 1

The Member States shall introduce a national driving licence based on the Community model provided for in Article 2. A Community model driving licence shall, subject to Article 8, entitle the holder to drive, both on national and international journeys, vehicles of the categories for which it has been granted.

Community model driving licences shall be issued by the Member States in accordance with this Directive.

Article 2

The driving licence provided for in Article 1 shall conform to the model in Annex I.

The oval on page 1 of the model shall contain the distinguishing sign of the State issuing the licence.

After consulting the Commission, Member States may adapt the model in the Annex in any way necessary to enable them to:

— process the driving licence by computer,

— enter in the licence any categories of vehicle which, pursuant to Article 9, differ from those provided for in Article 3.

Member States shall take all necessary steps to avoid any risk of forgery of driving licences.

Article 3

1. Without prejudice to the final provisions to be adopted by the Council concerning vehicle categories, the driving licence provided for in Article 1 shall authorize the driving on public roads of vehicles in the following categories:

category A: motorcycles with or without side-car;

category B: motor vehicles, other than those in category A, with a permissible maximum weight not exceeding 3 500 kg and not more than eight seats in addition to the driver's seat;

category C: motor vehicles used for the carriage of goods and whose permissible maximum weight exceeds 3 500 kg;

category D: motor vehicles used for the carriage of passengers, with more than eight seats in addition to the driver's seat;

category E: combinations of vehicles of which the tractor vehicle is in a category or categories for which the driver is licensed (B and/or C and/or D), but which are not themselves in that category or categories.

2. For the purposes of paragraph 1:

(a) a trailer with a permissible maximum weight not exceeding 750 kg may be coupled to a motor vehicle in category B above; a trailer with a permissible maximum weight exceeding 750 kg may likewise be coupled to such vehicle, provided that the following two conditions are fulfilled:

— the permissible maximum weight of the trailer does not exceed the unladen weight of the motor vehicle, and

— the total permissible maximum weight of the combination of vehicles does not exceed 3 500 kg;

(b) a motor vehicle in category C or D may be coupled to a trailer the permissible maximum weight of which does not exceed 750 kg.

3. For the purposes of this Article:

— 'motorcycle' means any two or three-wheeled vehicle with a maximum design speed exceeding 50 kph (33 mph) or, if it is powered by a heat propulsion engine, with a cylinder capacity exceeding 50 cc. In addition, in the case of a three-wheeled vehicle, the unladen weight shall not exceed 400 kg;

— 'power-driven vehicle' means any self-propelled vehicle running on a road, other than a rail-borne vehicle;

— 'motor vehicle' means any power-driven vehicle, other than a motorcycle, which is normally used for carrying persons or goods by road or for drawing, on the road, vehicles used for the carriage of persons or goods. This term shall include trolley buses, i.e. vehicles connected to an electric conductor and not rail borne. It shall not include agricultural or forestry tractors;

— 'agricultural or forestry tractor' means any power-driven vehicle running on wheels or tracks, having at least two axles, the principal function of which lies in its tractive power, which is specially designed to pull, push, carry or operate certain tools, machines or trailers used in connection with agricultural or forestry operations, and the use of which for carrying persons or goods by road or for drawing, on the road, vehicles used for the carriage or persons or goods is only a secondary function.

Article 4

1. The validity of the driving licence provided for in Article 1 shall be determined as follows:

(a) licences granted for categories C and D shall also be valid for the driving of vehicles in category B;

(b) licences granted for category E shall, without prejudice to the provisions of (c), be valid for the driving of combinations of vehicles;

(c) licences for category E shall be granted only to drivers already entitled to drive vehicles in category B, C or D.

2. Licences issued to disabled drivers shall specifically mention the conditions under which such drivers are entitled to drive.

Article 5

1. Without prejudice to Article 5 of Council Regulation (EEC) No 543/69 of 25 March 1969 on the harmonization of certain social legislation relating to road transport [1], Member States shall fix the minimum age at which driving licences may be issued.

2. Member States may refuse to recognize the validity on their territory of driving licences issued to drivers under the age of 18 years.

Article 6

1. A driving licence shall, moreover, be issued only to those applicants:

(a) who have passed a practical and theoretical test and who meet medical standards, the minimum requirements of which may not be substantially less stringent than those set out in Annexes II and III;

(b) who have their normal residence in the territory of the Member State issuing the licence, if the legislation of the Member State concerned so requires.

2. Member States may apply to the issue of driving licences the provisions of their national legislation relating thereto which are concerned with conditions other than those referred to in paragraph 1.

Article 7

Without prejudice to the provisions which may be adopted by the Council in this regard, each Member State shall retain the right to fix, on the basis of national criteria, the period of validity of the driving licences (Community model) which it issues or exchanges pursuant to Article 8.

Article 8

1. The Member States shall provide that, if the holder of a valid national driving licence or valid Community model licence issued by a Member State takes up normal residence in another Member State his licence shall remain valid there for up to a maximum of a year following the taking up of residence. At the request of the holder within that period, and against surrender of his licence, the State in which he has taken up normal residence shall issue him with a driving licence (Community model) for the corresponding category or categories without subjecting him to the conditions laid down in Article 6. However, that Member State may refuse to exchange the licence if its national regulations, including medical standards, preclude the issue of the licence.

The exchange must be preceded by the submission of a statement by the applicant to the effect that his

(1) OJ No L 77, 29. 3. 1969, p. 49.

driving licence is currently valid. It shall be for the Member State effecting the exchange to check the veracity of his statement if necessary. The Member State effecting the exchange shall return the old licence to the authorities of the Member State which issued it.

2. Member States which, pursuant to Article 9, do not apply categories C, D and E as defined in Article 3 (1) may:

— exchange category C, D and E driving licences in accordance with paragraph 1 of this Article or,

— require the applicant to furnish proof of driving experience and in this case issue a licence entitling him to drive vehicles in the national category in respect of which he furnished proof of adequate experience, or vehicles in a lower category.

In any event, such States shall issue to the applicant at least a licence to drive vehicles in the lowest of the national categories corresponding to categories C, D and E as defined in Article 3 (1).

During the year following the taking up of residence by drivers who have not applied for a licence exchange, such States shall recognize such drivers' licences as being equivalent at least to licences for the lowest relevant national category.

3. Where a Member State exchanges a licence, issued by a third country, for a Community model driving licence, such exchange shall be recorded in the licence, as shall any subsequent renewal or replacement of that licence. In the event of subsequent exchange of the said licence, Member States shall not be obliged to apply paragraph 1. A Community model driving licence may in any event be issued only if the licence issued by the third country has been surrendered to the competent authorities of the Member State issuing the Community licence.

Article 9

After consulting the Commission, Member States may, pending introduction of the final system and provided that the fact is recorded on the licence, derogate from:

— the categories defined in Article 3 (1);

— the speeds indicated in the first indent of Article 3 (3), provided that the speeds which they prescribe are lower;

— the conditions of validity provided for in Article 4.

Furthermore, Member States shall, pursuant to the procedure laid down in Article 12, establish equivalent definitions in so far as their national categories differ.

Article 10

The Council, acting on a proposal from the Commission, shall carry out as soon as possible a more detailed harmonization of the standards for driving tests and licensing with a view to *inter alia* subsequent improvements in road safety throughout the Community.

Article 11

The Member States shall determine the arrangements for replacing currently valid national driving licences issued by them with Community model driving licences for the corresponding category or categories. This operation shall take place without the need for the tests provided for under Article 6, on submission of and in exchange for the old licences.

Article 12

1. After consulting the Commission, Member States shall, in good time and at the latest by 30 June 1982, adopt the laws, regulations or administrative provisions necessary for the implementation of this Directive from 1 January 1983.

2. However, a Member State may, without prejudice to the application of the other provisions in this Directive, decide not to issue Community model driving licences until a later date, which may not be later than 1 January 1986.

3. Member States shall assist one another in the implementation of this Directive.

Article 13

This Directive is addressed to the Member States.

Done at Brussels, 4 December 1980.

For the Council

The President

J. BARTHEL

ANNEX I

MODEL COMMUNITY DRIVING LICENCE (1)

106 mm

MEMBER STATE

DRIVING LICENCE

Kørekort
Führerschein
Ἄδεια ὀδηγήσεως
Permis de conduire
Ceadúnas Tiomána
Patente di guida
Rijbewijs

EUROPEAN COMMUNITIES
Model

106 mm

1. Surname
2. Other names
3. Date and place of birth
4. Permanent place of residence
5. Issued by
6. At on
7. Valid until
8. No

(Photo)

(Signature, etc.)

Signature of holder

Categories of vehicles for which the permit is valid		Stamp
A	Two or three-wheeled motor cycles, > 50 k.p.h., with or without sidecar	
B	Motor vehicles other than those in Category A with a permissible maximum weight not exceeding 3·5 tonnes and not more than eight seats in addition to the drivers seat	
C	Motor vehicles used for the carriage of goods and whose permissible maximum weight exceeds 3·5 tonnes	
D	Motor vehicles used for the carriage of passengers with more than eight seats in addition to the driver's seat	
E	Combinations of vehicles of which the drawing vehicle is in categories B, C or D but which are not themselves in that category or categories	

Additional information

222 mm

(1) The comments on the model Community driving licence will be found on page 6 below. A specimen Community driving licence (Belgian) appears on page 7 below.

Comments on the model driving licence shown on page 1

1. The colour of the Community driving licence shall be pink.

2. On the cover page:
   - mention of the name of the Member State issuing the licence shall be optional,
   - the distinguishing sign of the Member State issuing the licence shall be entered in the oval,
   - the words 'driving licence' shall be printed in large type in the language or languages of the Member State issuing the licence. They shall appear, after a suitable space, in small type in the other languages of the European Communities,
   - the words 'European Communities model' shall be printed in the language or languages of the Member State issuing the licence.

3. The printed entries on the other pages shall be in the language or languages of the Member State issuing the licence.

4. The page entitled 'Additional information' is designed for details of any restriction or extension of the conditions governing the validity of the licence. This page may also be used for showing the period of validity of the licence where this varies.

Additional information	
Valid until:	Renewed until:
.....	.....
Issued on	on .....

5. Other comments may be entered on the remaining blank pages. Where appropriate, Member States may enter on them categories of vehicles not covered by this Directive or may subdivide categories A, B, C, D and E in the corresponding page.

6. Member States shall have the right to:
   - dispense with the photograph requirement;
   - replace the permanent place of residence by the postal address;
   - delete the date of issue and indicate the date of commencement of validity of the licence.

SPECIMEN COMMUNITY MODEL LICENCE: BELGIAN LICENCE

(FOR INFORMATION)

KONINKRIJK BELGIË

B

RIJBEWIJS

Kørekort
Führerschein
Ἄδεια ὁδηγήσεως
Driving Licence
Permis de Conduire
Ceadúnas Tiomána
Patente di guida

Model van de
EUROPESE GEMEENSCHAPPEN

ROYAUME DE BELGIQUE

B

PERMIS DE CONDUIRE

Kørekort
Führerschein
Ἄδεια ὁδηγήσεως
Driving Licence
Ceadúnas Tiomána
Patente di guida
Rijbewijs

Modèle des
COMMUNAUTÉS EUROPÉENNES

ANNEX II

MINIMUM REQUIREMENTS FOR DRIVING TESTS

THEORETICAL TEST

Form

1. The form chosen shall be such as to establish whether the candidate has the required knowledge and understanding of the subjects listed in paragraphs 2 and 3 of this Annex.

Content

2. Knowledge and understanding of the regulations, and more especially of the rules applicable to the use of vehicles of the category corresponding to the type of licence applied for:

2.1. Knowledge and understanding of traffic rules and regulations, signs, signals and road markings and of their meaning;

2.2. Basic knowledge and understanding of the technical regulations relating to vehicle safety in traffic;

2.3. Knowledge and understanding of rules relating to the driver, in so far as they concern road safety, including, for drivers of category C and D vehicles only, rules relating to hours of work and rest periods;

2.4. Knowledge and understanding of the rules on what a driver should do in the event of an accident.

3. Knowledge and understanding of other subjects:

3.1. Adequate knowledge and understanding of the importance of road safety matters, and especially of the following accident factors:

3.1.1. Driving hazards, such as the danger of overtaking, misjudgement of speed (effects on braking and safety distances), influence of the weather (snow, rain, fog, side-winds, aquaplaning), behaviour of other road users, and in particular of elderly people and children;

3.1.2. Factors likely to reduce the driver's vigilance and his physical and mental fitness to drive, such as fatigue, illness, alcohol and other drugs, etc.;

3.1.3. Safety factors relating to vehicle loading and to passengers carried.

3.2. Category A and B vehicles only: basic knowledge of those items of the vehicle which are vital to the protection of its occupants and to road safety, such as brakes, tyres, oil levels, safety belts, etc.;

Category C, D and E vehicles only: knowledge of the function and simple maintenance of the items mentioned above and of all other vehicle parts and devices of particular importance to safety;

3.3. Knowledge of the action which may be required in order to assist road accident victims.

PRACTICAL TEST

The vehicle and its equipment

4. If a candidate takes the test on a vehicle with automatic transmission, this shall be recorded on any licence issued on the basis of such a test;

— Category C vehicles: the permissible maximum weight shall be not less than 7 000 kg;

— Category D vehicles: the vehicle shall have not less than 28 seats and shall be not less than 7 m in length;

— Category E vehicles: when the towing vehicle belongs to category C, and except in the case of a semi-trailer, the trailer shall have at least two axles, the distance between which shall be greater than 1 m.

Contents

5. The principal manoeuvres to be carried out to check the candidate's ability to control the vehicle are as follows:

5.1. Starting on upgrades;

5.2. Category B, C, D and E vehicles only: reversing and reverse turning;

5.3. Braking and stopping at various speeds, including emergency stops if road and traffic conditions permit;

5.4. Category B, C, D and E vehicles only: oblique parking, parking on upgrades and downgrades;

5.5. Turning in a restricted space;

5.6. Category A vehicles only: riding at a slow speed.

6. Behaviour in traffic

The main checks to which the candidate will be subjected are:

6.1. Correct positioning on the carriageway;

6.2. Proper negotiation of right and left-hand bends;

6.3. Correct execution of the manoeuvres of changing lanes and turning off at junctions;

6.4. Alertness to other traffic;

6.5. Correct behaviour at intersections, taking due account of all movements of other road users, with special regard to right-of-way;

6.6. Driving at appropriate speeds;

6.7. Use of rear-view mirrors;

6.8. Correct signalling of intended manoeuvres;

6.9. Correct operation of vehicle lighting and warning devices and other ancillary controls;

6.10. Driving with due care and consideration for pedestrians and other road users;

6.11. Correct behaviour with regard to public transport vehicles;

6.12. Compliance with traffic-light signals and instructions given by authorized officials on point duty;

6.13. Appropriate reaction to legally specified signals given by other road users;

6.14. Observance of traffic signs and signals, road markings and pedestrian crossings;

6.15. Observance of appropriate following and lateral distances;

6.16. Correct overtaking;

6.17 Correct use of safety belts if national legislation requires that they be fitted to the vehicle.

Sequence of the parts of the test

7. Whenever possible, the part of the test described in paragraph 5 should be carried out before the part described in paragraph 6.

Duration of the test

8. The duration of the test and the distance covered shall be sufficient for the checks prescribed in paragraphs 5 and 6 to be carried out. The duration of the part of the test described in paragraph 6 should be more than 30 minutes, but shall not in any case be less than 20 minutes.

Location of the test

9. The part of the test described in paragraph 5 may be conducted on a special testing ground, in which case precise criteria should be laid down for measuring objectively the candidate's ability to handle the vehicle. The part of the test described in paragraph 6 shall, wherever possible, be conducted on roads outside built-up areas and on motorways as well as in urban traffic.

ANNEX III

MINIMUM STANDARDS OF PHYSICAL AND MENTAL FITNESS

DEFINITIONS

1. For the purpose of this Annex, drivers are classified into two groups:

1.1. *Group 1:* drivers of vehicles of categories A and B;

1.2. *Group 2:* drivers of vehicles of categories C, D and E.

2. Similarly, applicants for a first driving licence or for the renewal of a driving licence are classified in the group to which they will belong once the licence has been granted or renewed.

MEDICAL EXAMINATIONS

3. *Group 1:* applicants shall be required to undergo a medical examination if it becomes apparent, when the necessary formalities are being completed or during the tests which they have to undergo prior to obtaining a driving licence, that they have one or more of the medical disabilities mentioned in this Annex in respect of this group.

4. *Group 2:* applicants shall undergo a medical examination before a driving licence is first granted to them and thereafter drivers shall undergo such periodic examinations as may be prescribed by national laws.

Eyesight

5. An examination conducted by suitably trained personnel shall be undergone by all applicants for a driving licence. In doubtful cases the applicant shall be referred to a competent medical authority. At the medical examination, attention should be paid to visual acuity, field of vision, night vision, progressive eye diseases, etc. When the wearing of corrective lenses is recognized by the issuing authority as necessary for driving, this shall be recorded on the driving licence.

6. *Group 1:* drivers in this group should have their eyesight tested not later than at the age of 70 and preferably earlier, and thereafter at appropriate intervals. If applicants or drivers aged 40 years or more have sub-normal vision after correction but nevertheless meet the minimum requirements given in paragraphs 6.1 and 6.2 below, the cause of loss of vision shall be investigated before driving licences are granted or renewed. Where a disease of the eye is discovered or suspected, the periodic tests should be frequent.

6.1. Applicants for a driving licence or for the renewal of such a licence shall have a visual acuity, with corrective lenses if necessary, of at least 0·4, and preferably of a higher standard in the better eye or of at least 0·5 in both eyes together and, on medical examination, of at least 0·2 in the worse eye. Driving licences shall not be granted or renewed if, on examination, it is shown that there is more than 20° loss in the temporal part of the applicant's or the driver's field of vision, or if the applicant or driver has diplopia or defective binocular vision.

6.2. Applicants or drivers with sight only in one eye may obtain a driving licence or the renewal of such a licence if the monocular vision is certified by a competent medical authority as having existed for sufficient time to allow adaptation and the visual acuity, with corrective lenses if necessary, is at least 0·8. Such persons must have unrestricted field of vision in their good eye.

7. *Group 2:* applicants or drivers in this group shall have their eyesight tested on application for a driving licence and preferably periodically thereafter. If applicants or drivers aged 40 years or more have sub-normal vision after correction but nevertheless meet the minimum requirements given in paragraph 7.1 below, the cause of visual loss shall be investigated before driving licences are granted or renewed.

7.1. Applicants for a driving licence or for the renewal of such a licence must have binocular vision with a visual acuity, with corrective lenses if necessary, of at least 0·75 in the better eye and of at least 0·5 in the worse eye. If corrective lenses are used, the uncorrected vision must not be less than 0·1 and the correction must be tolerated. Driving licences shall not be granted or renewed if the applicant or driver has a restricted field of vision or if he has diplopia or defective binocular vision.

7.2. The use of contact lenses by drivers in this group may be permitted if approved by a competent medical authority.

Hearing

8. Driving licences shall not be granted or renewed for applicants or drivers in group 2 if their hearing is so bad that it interferes with the proper discharge of their duties.

General physique and physical disabilities

9. *Group 1:* unrestricted driving licences shall not be granted or renewed for physically disabled applicants or drivers, unless a driving test has established their ability to operate vehicles with conventional controls.

9.1. Restricted driving licences may be granted or renewed for physically disabled applicants or drivers if the vehicles they drive are adapted to suit the requirements of their disablement. Any restriction on the driving licence shall state the adaptation required on the vehicle.

9.2. In cases of doubt, a practical test shall be made of driving abilities after medical examination by a competent authority and, where appropriate, a driving licence for a limited duration may be issued so as to keep a case under observation. The assessment of physical disablement shall primarily be based on mechanical considerations which make it possible to ascertain whether the disablement is likely to interfere for prolonged periods with efficient and rapid manoeuvring and the handling of controls under all driving conditions, especially in an emergency.

10. *Group 2:* driving licences shall not be granted or renewed for applicants or drivers who have any disablement which is likely to prevent proper and safe control of a vehicle.

10.1. Medical examination of applicants or drivers shall cover the full range of body movements — strength, control and coordination — and, in particular, movements of the upper and lower limbs.

10.2. If disablement which is likely to hinder proper and safe control of a vehicle occurs after a driving licence has been granted, the disabled person must give up driving and undergo an examination by a competent medical authority.

Cardiovascular diseases

11. Driving licences shall not be granted or renewed for applicants or drivers with cardiovascular diseases unless their request is supported by authorized medical opinion.

12. With regard to applicants or drivers in group 2, the competent medical authority shall give due consideration to the additional risks and dangers involved in the driving of vehicles covered by the definition of this group.

Endocrine disorders

13. In cases of severe endocrine disorders other than diabetes, appropriate provisions in respect of the granting or renewal of driving licences shall be established by the laws of the Member States.

14. *Group 1:* driving licences shall not be granted or renewed for applicants or drivers suffering from diabetes who are affected by ocular, nervous or cardiovascular complications or uncompensated acidosis.

14.1. Driving licences may be granted or renewed for a restricted period for applicants or drivers suffering from diabetes who are not affected by any of the complications mentioned in paragraph 14 above, subject to their remaining under authorized medical supervision.

15. *Group 2:* driving licences shall not be granted or renewed for applicants or drivers who are diabetics needing insulin treatment.

Diseases of the nervous system

16. Driving licences shall not be granted or renewed for applicants or drivers suffering from

(a) encephalitis, multiple sclerosis, myasthenia gravis or hereditary diseases of the nervous system associated with progressive muscular atrophy and congenital myotonic disorders;

(b) diseases of the peripheral nervous system; or

(c) trauma of the central or peripheral nervous system,

unless their application is supported by authorized medical opinion and they are able to handle the controls of a vehicle safely and to comply with traffic regulations. Such cases shall be reviewed at regular intervals.

17. *Group 1:* driving licences shall not be granted or renewed for applicants or drivers suffering from epilepsy. National legislation may provide that, subject to authorized medical opinion, licences be granted to persons who have suffered from epilepsy in the past but who have been free from attacks for a long time (e.g. two years).

17.1. Driving licences shall not be granted or renewed for applicants or drivers suffering from cerebrovascular diseases, unless their application is supported by authorized medical opinion and provided that, where necessary, the controls of the vehicle they drive are suitably re-arranged or modified, or that suitable special types of vehicles are used. The duration of the validity of driving licences granted or renewed in such cases shall be limited in accordance with authorized medical opinion.

17.2. Driving licences shall not be granted or renewed for applicants or drivers who have suffered a lesion with damage to the spinal cord and resultant paraplegia unless the vehicle they drive is fitted with special controls.

18. *Group 2:* driving licences shall not be granted or renewed for applicants or drivers who suffer or have suffered in the past from epilepsy, a cerebrovascular disease or a lesion with damage to the spinal cord and resulting paraplegia.

Mental disorders

19. Driving licences shall not be granted or renewed for applicants or drivers who:

(a) suffer from mental disturbance due to disease or trauma of, or operations upon, the central nervous system;

(b) suffer from severe mental retardation;

(c) suffer from psychosis, which in particular has caused general paralysis; or

(d) suffer from psychoneurosis or personality disorders.

unless their application is supported by authorized medical opinion.

20. With regard to applicants or drivers in group 2, the authorized medical authority shall give due consideration to the additional risks and dangers involved in driving the vehicles covered by this group.

Alcohol

21. Driving licences shall not be granted or renewed for applicants or drivers who suffer from chronic alcoholism. If the application is supported by an authorized medical opinion, driving licences may be granted or renewed for a limited period for applicants or drivers who suffered from chronic alcoholism in the past. Such cases shall be reviewed at regular intervals.

22. With regard to applicants or drivers in group 2, the authorized medical authority shall give due consideration to the additional risks and dangers involved in driving the vehicles covered by this group.

Drugs and medicaments

23. *Drug abuse:* driving licences shall not be granted or renewed for applicants or drivers who are dependant on psycho-active drugs.

24. *Drugs or medicaments taken on a regular basis:* driving licences shall not be granted or renewed for applicants or drivers who regularly take drugs or medicaments which can hamper the ability to drive safely, unless their application is supported by authorized medical opinion.

24.1. With regard to applicants or drivers in group 2, the authorized medical authority shall give due consideration to the additional risks and dangers involved in driving the vehicles covered by this group.

Diseases of the blood

25. Driving licences shall not be granted or renewed for applicants or drivers suffering from serious diseases of the blood unless the application is supported by authorized medical opinion.

Diseases of the genito-urinary system

26. Driving licences shall not be granted or renewed for applicants or drivers suffering from severe renal deficiency.

WITHDRAWAL OF DRIVING LICENCES

27. National laws shall include provisions to the effect that, subject to authorized medical opinion, a driving licence shall be withdrawn where the authorities concerned have become aware that the holder's state of health is such that his application for a licence or for its renewal would have been refused.

OTHER PROVISIONS

(i) The provisions of the Annex shall not prevent a Member State from providing that a driver who has obtained a driving licence before 1 January 1983 under less stringent conditions than those provided for herein may have this licence regularly renewed under the conditions pertaining when he obtained it.

(ii) Member States may derogate from the provisions of the Annex where the development of medical science makes such derogations fully compatible with the standards laid down herein. These derogations shall apply only to applicants who have undergone a medical examination and whose application is supported by authorized medical opinion.

COUNCIL DECISION

of 15 December 1980

amending Decision 71/143/EEC setting up machinery for medium-term financial assistance

(80/1264/EEC)

THE COUNCIL OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Economic Community, and in particular Articles 103 and 108 thereof,

Having regard to the 1979 Act of Accession,

Having regard to the proposal from the Commission,

Whereas, by Decision 71/143/EEC (1), as last amended by Decision 78/1041/EEC (2), the Council set up machinery for medium-term financial assistance valid for an initial period of four years, from 1 January 1972, later extended to 31 December 1980;

Whereas it is appropriate that the Member States' obligations remain in force until the definitive stage of the European Monetary System is established;

Whereas the commitment ceilings provided for in Article 1 (1) of Decision 71/143/EEC are amended by the 1979 Act of Accession and it is therefore opportune to reproduce in this Decision the text of the Annex appearing in Annex I, Chapter VII, point 2 of the 1979 Act of Accession,

HAS ADOPTED THIS DECISION:

Article 1

Decision 71/143/EEC is hereby amended as follows:

1. Article 1 (2) shall be replaced by the following:

'2. This obligation shall apply until 31 December 1982, unless the definitive phase of the European Monetary System is set up before this date.'

2. The Annex shall be replaced by the following:

'ANNEX

	million ECU	*percentage*
Belgium	1 000	6·96
Denmark	465	3·24
Germany	3 105	21·61
Greece	270	1·88
France	3 105	21·61
Ireland	180	1·25
Italy	2 070	14·40
Luxembourg	35	0·24
Netherlands	1 035	7·20
United Kingdom	3 105	21·61
Total	14 370	100·00'

Article 2

This Decision is addressed to the Member States.

Done at Brussels, 15 December 1980.

For the Council

The President

J. SANTER

(1) OJ No L 73, 27. 3. 1971, p. 15.
(2) OJ No L 379, 30. 12. 1978, p. 3.

COUNCIL DECISION

of 15 December 1980

adopting the annual report on the economic situation in the Community (1980) and laying down the economic policy guidelines for 1981

(80/1265/EEC)

THE COUNCIL OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Economic Community,

Having regard to Council Decision 74/120/EEC of 18 February 1974 on the attainment of a high degree of convergence of the economic policies of the Member States of the European Economic Community (1), as amended by Decision 75/787/EEC (2), and in particular Article 4 thereof,

Having regard to the proposal from the Commission,

Having regard to the opinion of the European Parliament (3),

Having regard to the opinion of the Economic and Social Committee (4),

HAS ADOPTED THIS DECISION:

Article 1

The Council hereby adopts the annual report on the economic situation in the Community (1980) as contained in Section I of the Annex and lays down the guidelines to be followed by each Member State in its economic policy for 1981, as contained in Sections II, III and IV of the Annex.

Article 2

This Decision is addressed to the Member States.

Done at Brussels, 15 December 1980.

For the Council

The President

J. SANTER

(1) OJ No L 63, 5. 3. 1974, p. 16.
(2) OJ No L 330, 24. 12. 1975, p. 52.
(3) OJ No C 327, 15. 12. 1980, p. 42.
(4) OJ No C 348, 31. 12. 1980, p. 30.

ANNEX

ANNUAL REPORT ON THE ECONOMIC SITUATION IN THE COMMUNITY (1980) AND ECONOMIC POLICY GUIDELINES FOR 1981

I. THE COMMUNITY ECONOMY AFTER THE SECOND OIL PRICE SHOCK

1. The external price shock and the world economy

The oil price rise from the end of 1978 to mid-1980 reached a magnitude comparable in real terms to that experienced in 1973/74. The Community's oil import bill has as a result risen from 2·4 % of GDP in 1978 to about 3·7 % in 1980 (1) and the mechanical impact on the consumer price level would be about 3·5 % before allowing for rises in other energy prices. The weaker rise in other commodity prices, and the stronger performance of European exchange-rate currencies have, however, meant that the overall terms of trade loss for the Community in 1979/80 has been under half that seen in 1973/74.

Nonetheless the overall depressive influence coming from the external sector is powerful. The growth of world trade, estimated to have been 6·5 % in 1979, is likely to have dropped to 2·5 % in 1980 and is forecast to be some 2 % for 1981. Business cycles in the OECD area have moved more closely into line in 1980, with falls in output approximately coinciding in the United States and the Community in the second quarter: falling or stagnant output is expected in both cases until about the end of this year.

The current account of the Community has as a result of the oil shock and cyclical influences passed from a substantial surplus in 1978 to a very large deficit in 1980. The oil bill alone increased by $ 60 000 million over these two years. In part this has to be accepted as an inevitable change that will endure for some time. However, the Community economy has at the same time been losing ground in world markets, and as a result its share in the OECD current account deficit has been increasing from about a third in 1979 to about a half of the much larger totals expected for 1980 and 1981. Thus the Community is taking a bigger role in shouldering the counterpart to the OPEC surplus than the United States and Japan.

(1) The hypothetical increase in the Community's oil bill due to the rise in oil prices in dollars between end 1978 and end 1980, assuming no change in the volume of oil imports, represents 3·4 % of Community GDP in 1978, or 3·0 % taking account of the appreciation of the ECU against the dollar. The reduction in oil import volumes and the rise in the Community's nominal GDP between 1978 and 1980 lead to an actual rise of 1·6 % in the oil import bill as a share of GDP in the current year.

2. Current trends and prospects in the Community economy

The business upswing that ended in early 1980 lasted about two and a half years, during which the average annual rate of GDP growth was 3·5 %. This growth proved just sufficient to stabilize total, officially recorded level of unemployment at about 5·5 % of the active labour force. However, this figure conceals the fact that labour shortages in key regions and skills tightened considerably over the period, thus pointing to a trend rise in structural unemployment.

While the Commission's forecasts for the years 1980 and 1981 (see Table 1) show continued low growth of 1·3 % and 0·6 % respectively, the more precise cyclical profile expected within these annual averages is one in which the low-point in activity is reached in the second half of 1980, with a gradual resumption of slow growth to emerge during 1981. Total unemployment is expected to rise on average in both years, reaching 6·8 % for 1981 as a whole.

The growth of real disposable household incomes came to a halt in early 1980 as the increased price of oil and other inflationary factors worked their way through to consumer prices, with a less sharp parallel acceleration of wage incomes. Until the second quarter of 1980 a reduction in the savings ratio had maintained the growth of private consumption, but then it seems that a modest compensatory recovery in savings took place, causing reduced levels of real consumption in middle quarters of 1980. Thus, the most important, direct contribution of the slowdown in activity has come from the drop in real private consumption in the middle of 1980. Domestic demand as a whole has slowed down (from 4·6 % growth in 1979 to 1·1 % in 1980) more sharply than exports and production.

A moderate weakening of stockbuilding activity has quickly followed the private consumption trend in 1980. On the other hand, private investment activity has so far remained relatively buoyant (rising 2·1 % in 1980), and public consumption has likewise continued to grow in volume terms, albeit at a slower rate (2·0 %) than the year before.

TABLE 1

The Community economy 1960 to 1981

	GDP volume growth (%) (1)	Productivity growth (%) (2)	Rise in consumer prices (%) (1)	Compensation per employee (%) (1)	Current account balance of payments (%) GDP	General government financial deficits (%) GDP	Savings ratio of households (%)	Monetary supply growth M2/M3 (%) (1)	Unemployed in labour force (%)
1960 to 1972	4·8	4·6	4·0	9·3	0·5	−0·3	..	11·3	2·2
1973	5·9	4·8	8·2	14·3	0·1	−0·7	18·1	17·5	2·5
1974	1·7	1·6	12·7	16·9	−1·0	−1·7	18·6	12·4	2·9
1975	−1·4	−0·1	12·5	16·5	0·0	−5·6	19·4	13·2	4·3
1976	5·0	5·2	10·3	12·4	−0·5	−3·8	18·0	12·7	4·9
1977	2·3	2·0	9·8	10·1	0·2	−3·3	16·8	12·7	5·3
1978	3·0	2·6	7·3	9·7	0·8	−4·0	16·8	13·5	5·5
1979	3·4	2·6	8·6	10·6	−0·5	−3·6	17·1	12·2	5·6
1980 (3)	1·3	1·2	12·0	13·1	−1·5	−3·5	16·6	10·6	6·0
1981 (3)	0·6	0·9	9·7	10·3	−1·2	−3·9	16·9	9·0	6·8

(1) % change over previous period.
(2) Per occupied person, whole economy.
(3) Forecasts of the Commission staff on the basis of present or anticipated policies.

The expected resumption of growth in 1981 is based on the assumption that real disposable incomes will be beginning to increase again slowly in the first half of next year, with only a small further rise in the savings ratio, thus contrasting with the sharp rise in savings observed in 1975, which was the main trigger of the severe recession after the first oil shock. The weakening of stockbuilding and investment in 1981 is also likely to be relatively mild, this being consistent with the much lesser erosion of corporate profitability and liquidity in the present cycle, compared again to 1973 to 1975. The balance of foreign demand should also strengthen in the course of 1981. The overall risks in this outlook weigh perhaps more heavily on the down-side.

The acceleration in consumer price inflation, with a rise of some 12 % in 1980 compared to the low-point of about 7·5 % recorded in 1978, has been almost as severe on average as in 1974/75. However, the GDP deflator and labour units costs, which are more reliable indicators of the underlying rate of inflation, showed a smaller acceleration in 1980. A more marked slow-down in consumer price rises is expected in 1981 (to 9·7 %) than in the case of these other measures. Correspondingly, the divergence inflation performance has been worse at the consumer price level, than for GDP prices and labour costs: the difference between the highest and lowest rates of increase of consumer prices is expected to fall from 15 percentage points in 1980 to some 10 points in 1981.

II. POLICY ISSUES FOR THE COMMUNITY

1. The policy framework

The underlying, medium-term objectives of policy must be to increase employment in conditions of improved stability of prices and competitivity. In

terms adapted more closely to the immediate economic situation, as it stands in the autumn of 1980, policy in the Community in general must aim to:

(a) achieve a firm and substantial deceleration in inflation, and a renewed convergence between Member States: some deceleration is now in sight on average, and some aspects of recent price and cost performance have been commendable, but these better features of the situation need to be rapidly consolidated and strengthened;

(b) prevent the present cyclical down-turn from becoming a cumulative recession, and assure that the likely recovery of growth in 1981 keeps to a sustainable trajectory;

(c) maintain control over monetary developments within Europe, and help adapt Community and international monetary arrangements to new needs;

(d) give priority in budgetary policy to adapting public expenditure and taxation to the needs of restoring productive potential;

(e) proceed rapidly with investment in energy saving and production;

(f) improve the Community's competitiveness, strengthen investment, encourage the movement of resources into new industries and sectors with continuing growth potential, and sharpen the efficiency of market mechanisms to favour productive investment and employment;

(g) face the problems of unemployment with a combination of actions to favour the creation of economically viable employment, to adapt the labour force to new needs, and ease the burden of the temporarily unavoidable level of unemployment.

Whilst most of the instruments of economic policy for the pursuit of these objectives lie with Member States, the Community has a substantial role and responsibilities which are of two kinds:

(a) define a concerted framework for action by Member States, identifying on the one hand, elements of common policy orientation, and on the other hand, where there is divergence between Member States, in what respects convergence towards a Community norm is desirable;

(b) apply its own financial, monetary and sectoral policy instruments consistently towards fulfillment of these objectives.

The concerted response to the present general economic situation should be based on the right strategic mix of demand and supply policies and notably the right balance in their application to short and medium-term problems. Short-term adjustments should be more moderate than at times in the last decade, and a heavier weight has to be given to reducing medium-term inflationary expectations and improving supply conditions in the economy.

This in turn means a steadier management of monetary aggregates, exchange rates and budget balances than in earlier economic cycles, and giving a strong twist to the numerous policy variables within the overall structure of public expenditure, taxation and regulation in order to strengthen economic potential.

Diversity in the economic structure in the Member States is in many respects natural and desirable — certainly in the pursuit of maximum comparative advantage and adaptation to local tastes and conditions — although the Community aims at a convergence of levels of economic development. In addition, convergence between Member States in inflation and costs, in the profitability of the enterprise sector, and in financial policies conditioning competitiveness is a matter of vital concern to the Community as a whole. In this regard there is increasing consensus throughout the Community that this convergence needs to be combined with an improvement in the average rate of inflation, average degree of international economic competitiveness, and average rate of investment in the Community; success in each of these respects would be mutually reinforcing.

The Community's own instruments of policy, actual and potential, can contribute to a constructive response to present problems *inter alia* through a coherent management or development of its instruments of policy in the domains of trade, agriculture, industry, competition, employment and the regions. In the present context, two domains of policy at the Community level have a particularly important role: monetary and exchange-rate policy, and energy policy. The European Monetary System is an essential

component in the articulation of compatible, national monetary policies aimed at stability and convergence. It is also an essential bridgehead for the Community in its economic relations with the rest of the world in several ways: the exchange rates between the ECU, dollar and yen are of vital concern to the coherence of the Community's trade policies in the world; the ECU has a potential role in the changing structure of international reserve assets. Common action in energy policy would require further effort in investment and research (supported in part by the Community's own financial instruments such as, loans by the EIB and the use of the new Community instrument) as well as a reinforced concertation of national energy policies in the pricing, fiscal and regulatory domains.

2. **Measures for stabilization and recovery**

(a) *Monetary policy*

The priority objective of monetary stability, both for itself and as a precondition for the resumption of growth, requires that control of the monetary aggregates be kept on a steady course. Policy has in this respect been more effective in the recent period, than for example in 1973 to 1975. Notwithstanding short-run problems of money supply management that have arisen at times, money supply in the aggregate in the Community has decelerated from 13·5 % in 1978 to about 10 % at present, whereas in 1973 it rose to 17·5 %. In the year ahead the growth of money supply should decelerate a little further on average, allowing for some easing in monetary conditions in Member States where performance is below the target range and considerably slower money supply growth in others.

A steady money supply policy in the period ahead is not incompatible with helping assure a recovery in the business cycle. On the contrary, it could be compatible with a decline in interest rates, which has already begun to take place in several Member States. However, the restrictiveness of monetary policy, and the desirability of a concerted easing in interest rates, both depend vitally on a reduction in the rate of inflation. If the rate of inflation is reduced, then the average money supply growth postulated would not curb a recovery of growth. If the expected, underlying rate of inflation is significantly lowered, in addition to achieving immediate results in terms of prices and costs, the prospects for further significant interest rate reductions would become good, subject also, however, to international interest rate movements.

(b) *Incomes*

A pronounced slowdown of inflation is a major condition for an improvement of the propensity to invest and a strengthening of the confidence of households, which in turn is required to prevent a precautionary rise in the rate of savings and decline in consumption. Trade unions and enterprises for their part have an important role for securing the necessary process of disinflation. Wage bargaining behaviour must adapt to the constraints set by stabilization policy and to needs of a competitive structure of costs as between industries and countries. If this is done, employment prospects can be improved at the same time as inflation is reduced. If these needs are disregarded, then the employment costs of price stabilization will be made much higher.

Given the need to allocate an increasing share of GDP to investment and to expand the volume of exports relative to the volume of imports so as to reduce the current account deficit, there should be at best in some Member States only a slight increase in real wages in the year ahead. In other Member States where the profitability of the enterprise sector in plainly inadequate, where inflation rates are highest and unemployment rates are rising steeply and where the largest balance of payments adjustments are needed, some decline in real wages is appropriate. Thus in the Community as a whole real wages cannot be allowed to rise fully in line with productivity over the coming years.

Given the priority need to reduce inflation and the little or no scope for real wage increases, nominal wage settlements must on average decelerate in the year ahead. In the past year they have accelerated, although less so than at a comparable period after the first oil shock. Some elements of a better adjustment to the second oil shock, compared to reactions to the first oil shock, have thus been achieved in the past year. In some countries the terms of trade loss has been absorbed in nominal wage settlements. In

some countries with wage indexation practices steps have been taken to modify indexation mechanisms (Denmark) or to suspend indexation temporarily (Netherlands) to prevent the oil price rise leading to secondary cost inflation. But performance in this regard has been uneven. Some other countries have adapted their indexation mechanisms insufficiently, or seen too high nominal wage settlements and these divergences cannot be continued without inflicting real damage on the economy.

It is not appropriate to make simple, sweeping judgments on the effects of indexation mechanisms as such, because they can exist with differences in degree which at the limit become hardly distinct from the problems of general pay bargaining. It remains highly desirable, nonetheless that such indexation mechanisms as do exist are used with sufficient flexibility or limitations to avoid passing on into prices unavoidable terms of trade losses, and to allow other necessary adjustments in income distribution or tax structure without causing extra inflation.

(c) *International financial policy*

Exchange rates as defined in the framework of the European Monetary System are the cornerstone in the implementation of the Community's economic policy guidelines. Exchange-rate stability in the Community over the past year has helped contain divergences in inflation rates, and to limit the uncertainties created by the second oil shock. Monetary policy in the last year, internal and external, has been more convergent than the behaviour of the real economy. The latter must now adjust more rapidly, in ways already indicated above.

The measures to be taken in passing to the second phase of the European Monetary System, as provided by the European Councils of Bremen and Brussels in 1978, should further improve its functioning, and strengthen its role — already important — in stabilizing exchange rate relations. Among the objectives set by the European Council the following may be recalled: the development of the role of the ECU to permit it to be used fully as means of settlement and reserve asset; the consolidation of the credit mechanisms of the system in the European Monetary Fund; the complete membership of all Member States (the United Kingdom has indicated that in principle it envisages its full participation as soon as circumstances permit); and a more unified position of the Community in international monetary cooperation, including, as soon as possible, the development of a coordinated policy towards the main international currencies, notably the dollar and yen.

The Community should help assure the adequacy of arrangements for the recycling of OPEC surpluses. In addition to supporting the efforts of the international organizations which bring together all groups of countries, the Community should proceed with an adaptation of its own balance of payments borrowing and lending facilities to the new circumstances.

(d) *Budgetary policy*

Given the prevailing monetary and financial constraints there is only little scope for taking global budgetary policy measures to stimulate activity during the cyclical slowdown. The growth of tax revenue is, however, due to the operation of automatic fiscal stabilizers likely to slow down over the next 12 months and the present level of budget deficits could only be maintained through additional expenditure cuts which would tend to depress activity even further. Member States should therefore as a group be prepared to accommodate a certain rise in borrowing requirement of general government in 1981; this nonetheless leaves some Member States obliged to reduce their public deficits in the cases where these have become massively excessive, and prejudicial to monetary stability and efficient resource allocation. The major changes in budgetary policy in the Community as a whole need to come within the structure of public expenditure and taxation. Here priority must be given to strengthening the structural base of the economy and promoting economic growth through adaptation of supply conditions. Governments should pursue efforts to restrict the expansion of expenditure on public consumption, subsidies or transfers financing private consumption in order to provide room in the public budgets for expenditure to promote economic growth through investment.

This means changing trends evident in recent years. While public expenditure in the Community has increased to a record level in proportion to GDP, an

increasing part of this expenditure has been allocated to a financing of consumption either directly in the form of public consumption or indirectly through transfers to finance household consumption. Substantial subsidies or capital transfers to industries in difficulties have also been given priority as stop-gap measures to prevent lay-offs or closures, although this often implied supporting low-productivity enterprises, and blocking necessary structural changes.

Public investment and other categories of non-obligatory expenditure have, on the other hand, been severely restricted in order to maintain the overall budget deficit within limits compatible with monetary and financial stability. Moreover, despite a need for a revival of investment and a strengthening of business confidence, tax systems on the whole maintain a comparatively heavy tax burden on enterprises. Similar reasons explain why budgetary measures aimed at granting tax relief for energy saving investment and stimulating research and development, as well as capital transfers and grants to promote the expansion of public utilities and communications often remain severely restricted.

Thus the structure of public expenditure and taxation needs to be twisted strongly in favour of action to increase productive potential, implying the need to curb the automatic growth dynamics of welfare and consumption expenditures, and rigorously cutting down subsidies which no longer correspond to priority economic needs. Similarly pricing policies in public enterprises should reflect full economic costs. The pure macroeconomic, cyclical demand management function must be more constrained. The objectives of employment and growth have to be pursued from within the given budgetary aggregates by the changing of priorities at the level of individual expenditure programmes and fiscal instruments.

Programmes for investment by public authorities and public utilities take time to prepare, and experience has shown, at least in some Member States, that the lack of mature projects and delay of administrative procedures often exert a more effective constraint upon investment activity than the availability of funds. Member States which do not already possess a certain reserve of projects might now therefore usefully take steps to speed up the planning of investment programmes — not least in the case of projects eligible for Community funds or other financial assistance. In the course of the next half-year it will be evident whether activity will recover sufficiently firmly. The greatest needs for public investment now typically exist in such fields as environmental improvement, urban renewal and energy saving in housing.

(e) *Energy policy*

Energy supply is at present a major constraint upon economic growth. This has led the Council, on 13 May 1980, to adopt new energy policy targets for 1990 as follows:

(i) reduce to 0·7 the ratio between the growth of energy consumption and the growth of GDP (subsequently lowered to 0·6 at the Western Summit in Venice);

(ii) reduce the share of oil in total energy consumption to 40 %;

(iii) increase the share of coal and nuclear power in electricity production to 70/75 %;

(iv) accelerate the utilization of new and renewable energy sources;

(v) follow energy price policies appropriate for achievement of these objectives.

While costing around $ 110 000 million, oil imports in 1980 to the Community are estimated to have fallen in volume from the 1979 level (14 % in the first nine months of 1980 over the corresponding period of 1979). This, however, is to a large extent attributable to the slow growth of activity and to a technical adjustment following the large stockbuilding in 1979 and is not indicative of an adequate energy saving performance. The Commission is currently reviewing the adequacy of national energy programmes, and will make a communication to the Council on this subject shortly. Increased efforts may in fact be needed if the energy policy targets are to be reached at the end of this decade.

There are positive opportunities for investment and employment in energy saving or production. The scale of activity required in energy saving in particular, in both the household and enterprise sectors, is such that it would have some significant impact on overall investment and employment trends. While investment in energy saving is increasingly competitive against the price of energy supplies, the actual scale of investment is so far failing to exploit the opportunities available. A lowering of oil imports

through energy saving investments, the expansion of domestic energy supply, and a reduction of energy consumption for heating and transport will exert a larger stimulus on economic activity than conventional demand management measures which normally are considerably weakened due to the leakage into imports. Much of energy saving investment involves the construction sector, where there is spare capacity at the present time in most countries; but bottlenecks exist in the supply and organization of skills and services for energy saving work.

The principal economic policy requirements for assuring a massive effort to improve energy saving and production lie in the domain of pricing and fiscal policy, and investment financing; on both subjects the Commission has submitted communications to the Council during the current year. In general, Member States have, rightly, adopted harder pricing policies than after the first oil shock: price rises have been passed through quicker to the consumer, and there have been substantial upward fiscal adjustments in the past year in several Member States. Energy consumption prices vary greatly between Member States. Concerted action between national energy policies should be increased, in particular in the prices and fiscal sectors.

In the financing of investment in the energy field, public budgets should give appropriate priority to supporting energy saving and research and development programmes. Outside oil and gas production there are very large loan financing requirements for ambitious investment programmes, for example in nuclear power and coal mining, and in these cases the Community's financial instruments may have a role to play.

(f) *Industrial and investment policy*

Since 1974 the rate of fixed investment has been considerably lower than in the 1960's: the ratio of gross fixed investment to GDP has fallen from some 25 % in the period up to 1974 to close to 20 % in 1980. Partly as a consequence of this fall in capital formation, the potential rate of growth output may have declined from around 4-5 % in the period 1960 to 1973 to some 2-5 % in the period since the 1973 oil shock. A gradual return to higher rates of economic growth cannot be realized without an increase of the part of GDP allocated to gross fixed capital formation. Moreover, the necessary renewal of parts of the production apparatus to reduce energy consumption, comply with anti-pollution regulations, reduce costs, etc., will require at least a temporary increase in the investment ratio without giving an acceleration of the growth of output.

Economic recovery has to be based on the expansion of industries with future growth potential, and an increased investment effort to assure the change of economic structures that this would imply. It is not easy to summarize adequately for the Community as a whole the steps that would achieve these objectives. Some major examples can be quoted together with identification of broad areas of policy that warrant closer attention.

Industries with growth potential are in part new industries, for example microelectronics, in which the Community needs to strengthen rapidly its relative position in the industrial world. The energy saving sector, already mentioned, is one in which there is a massive latent demand that can be supplied by inserting new skills and products into the existing structure of the construction sector and household services.

The Community has its own role in aiding the development of new industries and products. The Commission intends for its part, notably in the area of internal market regulation, to favour the setting of technical norms for new products *ex ante* at the Community level, rather than to rely on *ex post* harmonization of national practices.

It is increasingly recognized that small and medium-sized enterprises offer great scope for employment creation, flexibly adapted to changing market conditions. The Commission will shortly submit a communication to the Council, to open the debate at the Community level, on how best to help the development of enterprises of this category.

The propensity to invest and the supply of capital to the enterprise sector depend in part upon the state of demand and activity in the economy but several elements of the system of taxation and financing such as taxation of profits and dividends, depreciation rules, preferential financing, direct subsidies, etc. may also exert a strong influence upon the investment climate. Existing policies in these respects are highly different as between Member States

and extremely complex. Several Member States have recently adapted their aids or tax systems affecting investment, and a more extensive enquiry at the Community level into the most effective techniques in this area would seem warranted. In some Member States there are grounds also for removing subsidies to savings that go into riskless government bonds and other forms of passive investment, which have the effect of depressing the relative profitability of risk-taking capital.

(g) *Manpower policy*

In the immediate future, the combination of factors affecting the labour market are bound to cause some increase in unemployment. On the one hand, the demographically determined increase in the potential labour force will be rising throughout the early 1980s at a maximum rate of two and a half to three million young people entering the labour force each year. On the other hand, the new oil shock has caused a significant loss in economic potential, which will take time, investment, retraining and reorganization to make good. Since this new phase of adjustment is also coupled to the need to reduce inflation, the combination of circumstances would, spontaneously, create a sharply rising trend in overall unemployment. This would hit young people, being new entrants into a weak labour market, particularly hard.

These conditions call for a particular set of priorities to guide the development of manpower policies. These must be adressed to:

(i) the special problems of increased youth unemployment,

(ii) the adaptation of vocational skills to the new pattern of demand, and

(iii) achieving a better balancing of supply and demand in the labour market in ways that are not prejudicial to the competitiveness of industry nor to the need for flexible adjustment of economic structures.

Some Member States, notably Germany, have introduced large-scale vocational training and work-experience schemes for school leavers. Such schemes could be developed more extensively elsewhere, and there is a strong case for directing their expansion towards skills in newly increased demand like energy saving and many service sector activities. Budgetary constraints on public expenditure are of course severe; however, the desirability of expenditure of the type here in question, compared to increases in either the volume or rates of unemployment benefits, is an example of the type of change in the structure of public expenditure to be aimed at. Only a small part of the age group 15 to 25 benefit from vocational training schemes. In a period of faster structural change there will be a concomitant growth in demand for training and re-training. The Community has contributed to the vocational training schemes and to employment promotion through the European Social Fund, which in 1979 granted 300 million ECU to these purposes.

For adapting labour supply and demand, an accelerated cut in standard working hours would not by itself guarantee a redistribution of the existing volume of work, and could, in addition to risking cost increases, create additional unemployment due to bottleneck problems. There are many other ways, however, in which a more flexible approach to working time may be realized: social security rules and labour market legislation in several Member States restrict the resort to part-time employment and should be reconsidered. While this would in some countries increase labour supply, the overall net impact on the labour market should be positive, as some experiences have shown. A general lowering of the retirement age would not necessarily correspond to the desire of all employees and would moreover go against trends in mortality and health. A more flexible attitude to retirement based on the individual's health, preferences and aptitudes, including a possibility for a gradual retirement through resort to part-time work for persons above a certain age might, however, contribute importantly to the welfare of elder citizens and create additional employment possibilities for young people.

Some Member States have introduced special employment or recruitment subsidies for young people — in some cases to offset the impact of statutory rules on minimum wages and in at least one Member State a direct link between early retirement and appointment of new young employers has been applied during a certain period. Such schemes can have a far more rapid and extensive coverage than individualized schemes for vocational training; however, they should be seen as a possible complementary technique rather substituting for a strong vocational training effort. Specific job creation schemes may give a higher assurance of creating additional employment, but the constraints here are those of budgetary cost, and the objective of limiting public sector employment.

III. POLICY IN THE MEMBER STATES

In Denmark, the marked deterioration in the balance of payments over the last few years led the authorities to introduce, in December 1979, an austerity programme aiming at an improvement of the economy's competitive position. In 1980, the deterioration continued as a result of the unfavourable development of the terms of trade and the increase in the burden of servicing the external debt, a situation which necessitated, in May 1980, a strengthening of the restrictive measures leading to the adoption of a pluriannual economic programme.

The decline in activity recorded in 1980 (a fall of about 1 % in real gross domestic product), together with an increase in unemployment, is essentially the result of a weakening of internal demand caused, in part, by the effect of the restrictive measures which concern principally private consumption.

The outlook for 1981 points to a gradual deceleration both in the decline of domestic demand and in price inflation; the deficit of the current balance of payment, although expected to be lower than in 1980, will remain an important constraint for economic policy. If a lasting improvement in the external account is to be achieved, it appears inevitable that a reduction in real disposable income *per capita* must be accepted by the population for a number of years. Parallel to the adoption of restrictive fiscal measures, the growth of wages now seems to be slowing down. It is necessary that the social partners continue to adopt a moderate approach when negotiating the new pay agreements which are due to come into effect at the beginning of 1981.

The choice of a sharp internal adjustment as a means of correcting the external situation means that monetary policy must work essentially through a strict control of domestic liquidity which, taking into account other constraints, doubtless implies the persistence, in 1981, of relatively high interest rates.

Budgetary policy next year will contain, in conformity with the recent pluriannual programme, cuts in planned central government expenditure — which nevertheless leaves room for specific measures to sustain employment — and a further rise in direct taxation. Fiscal adjustments might be envisaged particularly within the context of the coming wage negotiations to the extent that they contribute to containing domestic demand.

The net borrowing requirement (on a cash basis) of the central government is estimated at Dkr 25 200 million in 1981 (6·1 % of gross domestic product) as against Dkr 22 000 million in 1980 (5·8 % of gross domestic product). Strict control seems to be necessary in order to limit the public sector borrowing requirement to 4 % of gross domestic product.

The pluriannual programme for economic recovery provides an appropriate framework for the continuation of the process of structural reform, so as to improve the country's competitiveness as well as the financial position of firms. Furthermore, there is need for an intensification of efforts aimed at achieving a better balance in the supply of energy, in particular by accelerating the development of North Sea energy resources.

In the Federal Republic of Germany economic activity fell markedly in the second quarter. As a result, the target rate of growth for 1980 as a whole — 2·5 % of real GNP — will not be fully achieved. The current account deficit, running at an equivalent of close to 2 % of GNP, is not expected to deteriorate further.

A gradual upward trend in activity is expected at the beginning of 1981. In particular consumer demand may soon benefit from the implementation of the tax reform programme, decided in July, which will raise personal disposable income by DM 12 000 million or 1·2 % in 1981.

It is very important that the German economy should remain on a trend of sustained and balanced growth, and this will make it necessary to maintain a favourable climate for investment and to ensure that the stance of budgetary policy is not modified too suddenly. The tax package recently agreed, together with measures to stimulate energy saving and to develop energy sources other than oil, are all conducive to reaching this objective. The removal of administrative and fiscal obstacles and moderation in wage claims would also make a particularly important contribution.

The current account deficit is likely to be significant in 1981, although less than that recorded for 1980; it will continue to be a constraint on monetary policy. In view of the need to finance this deficit at least partly through private capital inflows, there seems to be only limited scope for a relaxation of the present stance. Nonetheless, the available margin for manoeuvre should be used to the maximum, to ensure that the level of interest rates on financial markets does not inhibit investment and the activity in the construction industry.

The stance of budgetary policy should be such as to effect a stepwise reduction in the trend of the deficit although in the short term an increase should be tolerated with a view to offsetting the effects of the recession. It is necessary to accept the revenue shortfalls resulting from a slowdown in economic growth, so as to avoid a strengthening of such a trend.

Under these circumstances, the public sector financial deficit (including social security), and expressed as a proportion of gross national product will considerably exceed, in 1981, the 3 % currently forecast for 1980.

Budgetary expenditure — for which the increase in 1981 (4 to 5 %) will be more moderate than in previous years — should, where possible, give priority to public investment. However, it would be appropriate to consider reducing significantly subsidies to enterprises to the extent that they are helping to maintain outmoded industrial structure.

If, in 1981, wage and salary demands stay on the moderate side, it should be possible to reduce further the rate of inflation. Indeed this would meet one of the most important conditions for economic growth.

In France, economic policy should aim at reconciling the restoration of equilibrium and the renewal of economic growth which has been interrupted since the second quarter of 1980. This strategy must take into account the need to maintain the competitive position of the economy, which could be affected by the continuation of the price trends observed until the summer months. Indeed the progressive reduction of the external deficit which has developed since the end of 1979 requires that the recovery in domestic demand now expected is accompanied by an even more marked recovery of the real external trade balance. The priority objective is to accelerate the process of squeezing out inflationary pressures which will leave only a limited margin of manoeuvre for measures to support demand.

Nonetheless, budgetary policy will give some stimulus in this regard. The budget for 1981 will contain tax incentives for corporate investment, while the overall burden on households of taxes and social security contributions will be somewhat reduced, both by slightly lower taxation, which is one of the hallmarks of this budget, and above all by the removal, early in 1981, of the special social security contribution surcharge introduced in 1979. Thus, despite the firm approach towards public spending, the general government financial deficit should increase from below 1 % of gross domestic product in 1980 to more than 1·5 % in 1981. The budget also foresees the possibility of making supplementary investment expenditures should the short term economic situation require them.

In contrast, the stance of monetary policy should become more restrictive. Indeed, the authorities intend to reduce even further the liquidity ratio of the economy by fixing the upper limit for the rate of growth of the money supply at 10 % in 1981. Keeping to this objective implies maintaining a substantial margin between short-term interest rates on the one hand and medium- and long-term interest rates on the other so as to further increase the underlying propensity to save.

The desired return to sufficiently well sustained economic growth, largely depends, moreover, on the speed with which economic structures can adjust to developments in the international context. The main requirements for adjustment are restraint in energy consumption and reduced oil dependence, the restructuring of industry around the most promising sectors, and, above all, a higher technological level for production methods. Appropriate policies have already been implemented to this effect; they should continue to be pursued with determination. The success of these efforts is crucial for any long-term improvement in the employment situation. They should be accompanied by specific measures in the field of vocational training and by certain changes in employment conditions consistent with the constraints of competitivity.

In Ireland, economic growth has continued to slow down over the past two years and more recently unemployment has moved on to an upward trend; the outlook for growth in 1981 is not encouraging. Although the current account of the balance of payments has improved in 1980, the deficit is still expected to be large (some 7 % of GDP, as against 10 % in 1979).

The deterioration in the terms of trade, the limited contribution of national sources of energy and the very slow growth of western economies have made it impossible to achieve the medium-term objectives for the economy fixed some years ago. At the same time, domestic causes such as the steep progression of costs and prices (23 % for compensation of employees per head and 18 % for consumer prices in 1980) as well as the persistence of high budget deficits, have also contributed to the imbalance on the external account.

Some adjustment in the stance of overall economic policy in 1981 and the introduction of measures with a longer time horizon would be desirable so as

to take account of recent changes in the economic environment. The authorities are, in this context, faced with the results of the recent conclusion of a draft National Understanding, which still provides for a very rapid increase in wages, and has been accompanied by certain tax and other concessions.

It would be necessary, nevertheless, that the net borrowing requirement of Central Government set for 1981 should, while taking account of the need to maintain investment and support employment, be reduced as compared to the probable outturn for 1980, now expected to be at least 13 % of GDP. Such an objective would, given the considerable slippage observed so far in 1980 in the Government accounts (which can only partly be attributed to the operation of built-in stabilizers in the economy) and the full year costs of certain tax concessions granted in February 1980, imply severe curbs on public expenditure and probably new tax measures. It will be particularly important to reduce the current budget deficit to leave more room for infrastructural investment, since the public capital programme, to which the Community makes a significant contribution, accounts directly for about half of total capital formation and influences the remainder significantly. Within this programme special attention should be given to measures designed to improve the energy balance.

The stance of monetary policy, supported by an improvement in public finances, should not be relaxed in 1981 but should continue to be directed towards the achievement of an improvement in the external balance.

In Italy, the primary aim of economic policy must be to reinforce existing developments which are tending towards the easing of inflationary pressures and the reduction of the external deficit and which are presently facilitated by the weakening of economic activity. The expectation that costs and prices will decelerate in 1981 and with a year-on-year increase still close to 15 % for consumer prices is unlikely to guarantee that the expected upswing in consumption will be associated with an adequate recovery in the balance of trade in real terms. The combination of strict demand management and direct action on costs is indispensable in order to speed up the necessary squeezing out of inflation. Such management will have to be all the more rigorous in that, without adding to inflationist tensions, it will have to enable the necessary resources to be found for the reconstruction of regions devastated by the earthquake in November 1980.

The results to be expected in 1981 from budgetary management, in this context, will nevertheless be necessarily limited because of the contrast between the deferred effects of the bouyancy of prices on expenditure, and the immediate effects of the slowdown in the trend of nominal values on current receipts. Likewise, expenditure on the reconstruction of the devastated regions will place a heavy burden on public financing. In these circumstances, the general government borrowing requirement, expressed as a proportion of gross domestic product, will probably increase compared with 1980, but in any case it should remain below 10 % and the deficit of the public sector as broadly defined (1) ought not to exceed 12 %. These objectives imply the need for additional austerity measures to those proposed by the Government in July. Even if these limits are adhered to, the public sector deficit will impose serious strains on financial markets, particularly as the fight against inflation requires determined efforts to reduce the liquidity rate in the economy. It would be appropriate, therefore, to intensify efforts to ensure that an increasing part of government and company borrowing is effected by non-monetary means, and to maintain, or reinforce, ceilings on bank credit.

This policy, together with the high interest rates that it implies, will impose financial constraints on enterprises which will make it necessary for them to reduce the burden of their other costs; this could be effected by an appropriate adjustment to the indexation mechanisms, or by other methods with equivalent effect.

Finally, it would also be desirable to ensure that productive investment does not suffer any lasting negative effects from this adjustment process. The adaption of economic structure to the international environment, which will determine the future growth possibilities for the economy and which implies, amongst other things, a reduction of the dependence on oil, redeployment of industry towards high technology sectors, an intensified research effort, and a better distribution of productive activity between regions, will not be possible without increased investment by enterprises. This objective, together with the consequential need for vocational training to be adapted to meet changing requirements, must be given priority when establishing the general direction of medium-term policy. More specifically it should be taken into account when considering policies with respect to government aid.

(1) Community definition.

In the Netherlands, an improvement in economic activity — which will show virtually zero growth in 1980 and probably also in 1981 — poses, in the first instance, the problem of changing economic structures which still rely substantially on the availability of relatively cheap energy resources and requires, as a consequence, a very substantial amount of investment.

Likewise, the development of prices, which was relatively moderate in 1980, despite higher oil prices and real costs, will have to be kept within strict limits, both in order to maintain external equilibrum and to improve the employment situation. The measures envisaged by the Government following the failure of the pay negotiations (limitation of the automatic adjustment of wages, compensated for in part by tax concessions, and án increase in certain social security benefits) go towards this end.

Budgetary strategy for 1981 should be centred on reducing the deficit. A reduction in the budget deficit, at the very least as a percentage of gross domestic product, should enable private investment to be financed without excessive difficulty, and by its macroeconomic effect on production and incomes contribute to the equilibrum of the current balance of payments.

A strict limitation on expenditure, operated principally in the fields of social transfers and public consumption should, as well as creating a certain room for specific measures in favour of employment, energy and housing, enable the authorities to avoid, taking into account the constraint of the budgetary balance, higher taxation or increases in social security contributions.

As is foreseen in the draft budget for 1981, the profitability of firms will be improved by channelling the surplus in receipts in 1981 resulting from the repricing of exports of natural gas into tax concessions and direct investment incentives. In total it will be desirable to contain the net borrowing requirement of general government within the limit of 4·8 % of gross domestic product.

The current stance of monetary policy should broadly be maintained in order to control the growth of domestic liquidity and to ensure, by the use in particular of interest rate policy, that an appropriate position of the guilder is maintained within the European Monetary System.

In *Belgium*, the balance of payments on current account has continued to deteriorate in recent years; it could well reach 5 % of gross domestic product in 1981, in spite of the expectation that there will be almost no growth and that inflation will decelerate.

Such deficits could gradually become an insuperable obstacle to achieving a satisfactory rate of economic growth and a reduction in unemployment which is expected to rise further in 1981.

Taking into account the causes of the external imbalance — an inadequate concentration on fast growing exporting sectors and high production costs — the necessary measures must be put into effect over a number of years if they are to succeed.

The measures must first of all be concerned with the budget of the central government, the deficit of which must be reduced in order to ease the pressures due to consumption demand and in order to change the structure and overall conditions of production.

With these needs in mind, the Government's intention to reduce the cash deficit of the general government sector, as a percentage of gross domestic product, by one percentage point in 1981 should be confirmed. The reductions and the redeployment of expenditures which such an action implies should help to moderate the growth in personal disposable incomes. The budgetary proposals for central government for 1981 which aim for a reduction in the net deficit from 254 000 million francs in 1980 (7·3 % of gross domestic product) to 242 000 million in 1981 (6·6 %), will not be sufficient in themselves to reach this objective, all the more so as tax receipts are tending seriously to fall short of initial estimates. It is a matter of priority that these austerity measures should be extended to other parts of general government, and in particular to putting the finances of the social security fund onto a sounder footing.

Monetary policy should remain restrictive in order to avoid excessive divergencies, compared with other currencies, within the European Monetary System, which would have an adverse impact on wage and price developments. This policy can only be relaxed when financial markets have reacted favourably to significantly reduced deficits for the public sector and the balance of payments.

A vigorous approach with a view to improving the supply conditions so as to permit the adaptation of

economic structure should aim especially at a reduction in production costs which should improve both the competitiveness of Belgian products and company profitability and their capacity to invest. To this end the Government is proposing a series of measures aimed at stabilizing real wages for two years.

In Luxembourg, economic activity slowed down in 1980, and will continue to do so in 1981, as a result of an unfavourable external situation — particularly in the iron and steel industry — which has the effect of aggravating problems of the labour market. In contrast, price inflation should decelerate significantly in the coming months. The central government budget, which has recently been proposed, includes a net borrowing requirement equivalent to 1·7 % of gross domestic product (compared to 1 % for 1980). It would be appropriate for this limit not to be exceeded in order to strengthen the trend towards a better internal equilibrium whilst introducing supplementary measures to encourage employment and additional provisions to stimulate the diversification and the strengthening of industry and to maintain a high level of public investment.

In the United Kingdom the objective of economic policy is to achieve a marked reduction in the rate of inflation, which is considered to be a precondition for an improved performance by productive industry and a return to economic expansion. The instrument of monetary control, used within the framework of a medium-term financial strategy, which aims at a gradual reduction in the growth of the money supply, has a dominant role in this policy.

In 1980, this policy is taking effect against a background of a reduction in activity and strong inflationary pressures.

Real gross domestic product may fall by almost 3 % in 1980. At the same time, average earnings have been increasing at an annual rate of about 20 %. Price inflation, over 20 % at an annual rate in the earlier part of 1980, declined markedly thereafter. The fall in output has been accompanied by a marked improvement in the United Kingdom's external position as import volumes have fallen, whilst export growth has remained relatively buoyant, despite the strength of sterling. Taking also into account that the United Kingdom, unlike other industrial countries, is enjoying a substantial favourable movement in the terms of trade, the current account is expected to be in surplus in 1980. In response to the decline in activity unemployment has begun to rise sharply.

A further fall in output, of about 1 %, is forecast for 1981. However there is now clear evidence that the strength of recessionary forces, together with the high level of sterling, is helping to moderate wage and price increases, and a further decline in retail price inflation can now be foreseen for 1981.

Monetary and fiscal policies have been less restrictive than previously thought. According to the latest official estimates, the Public Sector Borrowing Requirement (PSBR) for the financial year 1980/81 will be considerably greater than the figure of £ 8 500 million envisaged at the time of the March budget. The rate of growth of sterling M3 remains significantly above the target range of 7 to 11 %, at an annual rate, for the period February 1980 to April 1981. This development has been due in part to the removal of 'corset' restrictions on bank lending. Interest rates have remained at a high level. A number of factors have contributed to the strength of sterling, including North Sea oil, the Government's firm fiscal and monetary policy, inflows of OPEC funds, the turnaround in the current account and high nominal interest rates in the United Kingdom.

Fiscal policy for the next financial year must be considered within the framework of the Medium Term Financial Strategy (MTFS) which emphasized that the reduction in monetary growth should not be achieved by too great a reliance on high interest rates, and that the trend in public sector borrowing, as a percentage of GDP, must be downward. As a consequence, the room for manoeuvre in 1981/82 is very limited. However, against the background of a further decline in output and inflation it may be possible to allow an upward cyclical deviation of the PSBR in 1981/82 compared with the trend figure of 3 % indicated in the MTFS.

The return to balanced economic growth requires an improvement in company profitability and, as a result, an easing of cost pressures, in order to encourage investment of the kind necessary to transform industrial and commercial structures.

On their side, the authorities should increase public sector infrastructure investment, which has fallen significantly in volume terms in the last few years, to the extent that it has a favourable impact on productive potential.

Economic policy guidelines for Greece will be drawn up for the first time after the new Member State's accession to the Community on 1 January 1981, on the occasion of the Council's first examination of the economic situation in 1981.

IV. CONCLUSIONS

The economic situation is manifestly serious enough to demand an active rather than passive policy stance. However, the policy mix has to be carefully judged, since ill-considered policy reactions could certainly make matters worse.

On the basis of the present outlook the policy mix should be strong in efforts to reduce inflation, save on oil imports, and pursue the other needed structural changes in the Community economy, and only moderately supportive in terms of cyclical demand management.

The outlook in fact suggests a rather more successful absorption of the second oil shock than the first one in 1973, in terms of the loss of output and the degree of acceleration and divergence of inflation suffered. If the Community economy manages to get back, at the beginning of 1981, onto a path of gradually increasing output and decelerating and converging inflation rates, this will represent a first positive element in the long process of adjustment that lies ahead.

It may be asked whether more could be done to achieve better results already in 1981 and for the longer-run future.

If by this would be implied a considerably more rapid or marked relaxation of demand management policies, the answer — in the view of the Commission — is for the time being no. The dangers of restimulating inflation and oil prices in particular, especially in present circumstances of partly interrupted oil supplies, would be very great. Re-excited inflationary expectations could well, sooner or later, reduce demand by leading to increased precautionary savings by households.

There is on the other hand, much to be said in favour of a more rapid adjustment of the Community economy, in terms of the intensity of efforts to economize and substitute oil, to make market mechanisms work more efficiently, and to increase the scale of investment in new productive enterprises, with supporting action to provide an adequate infrastructure and a strengthening of education in skills directed towards new needs. Pressures towards protectionism in a situation of a fundamental and painful economic changes should be opposed because they are inefficient, short-term palliatives. However, this also requires a comparable access to the markets of our trading partners. The efforts of positive adjustment must also include extensive reforms in public finances (especially of certain Member States). A large responsibility falls on the social partners for achieving a slowdown in inflation and for assuring a distribution of income adequate to stimulate the growth of productive potential; in these respects adjustment to the realities of the new oil shock have not yet been accepted in all Member States.

The Community in the months ahead will be concerned in more detail with the adequacy of these efforts and of the plausible level of ambition for medium-term adjustment (notably in the examination of national energy programmes aimed at the Community's 1990 targets, and in the preparation of its fifth medium-term programme for 1980 to 1985).

COUNCIL DIRECTIVE

of 16 December 1980

on future cooperation and mutual assistance between the Member States in the field of air accident investigation

(80/1266/EEC)

THE COUNCIL OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Economic Community, and in particular Article 84 (2) thereof,

Whereas the technical complexity of large modern aircraft is constantly increasing; whereas, pursuant to Chapter 5 of Annex 13 to the International Civil Aviation Convention, it is incumbent upon the Contracting States to have accidents involving such aircraft investigated immediately at the request of the competent Member States by independent experts from a wide range of specialized technical and operational fields;

Whereas not all Member States are able to keep permanently or fully available the specialist staff and appropriate technical facilities required for investigating major accidents;

Whereas the homogeneous technical development of and the uniform performance standards in aviation in the Member States make it possible for them to cooperate in the investigation and prevention of air accidents;

Whereas more than 90 % of accidents involve aircraft of up to and including 5 700 kg maximum permissible take-off weight and whereas it is advisable for air safety and for the prevention of accidents that such accidents also form the subject of an exchange of information,

HAS ADOPTED THIS DIRECTIVE:

Article 1

1. In the event of an accident involving a civil aircraft, each Member State shall, by way of mutual assistance, endeavour to make available, on request by the Member State conducting the investigation, within the limits of its possibilities and as appropriate:

(a) installations, facilities and equipment owned by its authorities for:

— the technical investigation of wreckage and aircraft equipment and other objects relevant to the investigation,

— the evaluation of information from flight parameter recorders and communications and sound-alarm recorders in the cockpit,

— and the computer storage and evaluation of air accident data;

(b) accident investigation experts to undertake specific tasks, but only where an investigation is opened following a major accident.

2. Such mutual assistance should be given, as far as possible, free of charge.

Article 2

Member States shall periodically inform one another of incidents not resulting in accidents and of the results of investigations of accidents involving aircraft of a maximum permissible take-off weight up to and including 5 700 kg provided that such results are available in a form corresponding to that of the accident/incident data reporting form drawn up by the International Civil Aviation Organization.

Such information and such results shall be exchanged in so far as they contribute to the improvement of air safety and accident prevention.

Article 3

After consulting the Commission, Member States shall adopt the measures necessary for the implementation of this Directive with effect from 1 July 1981.

Article 4

This Directive is addressed to the Member States.

Done at Brussels, 16 December 1980.

For the Council

The President

Colette FLESCH

COUNCIL DIRECTIVE

of 16 December 1980

amending Directive 70/156/EEC on the approximation of the laws of the Member States relating to the type-approval of motor vehicles and their trailers

(80/1267/EEC)

THE COUNCIL OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Economic Community, and in particular Article 100 thereof,

Having regard to the proposal from the Commission,

Having regard to the opinion of the European Parliament (1),

Having regard to the opinion of the Economic and Social Committee (2),

Whereas the provisions relating to the fuel consumption and engine power of motor vehicles differ in some Member States from those in others; whereas it is therefore necessary that common provisions be henceforward adopted either in addition to or in place of the provisions currently in force in the Member States;

Whereas checks on compliance with these requirements should be carried out under the EEC type-approval procedure for each type of vehicle as laid down in Council Directive 70/156/EEC of 6 February 1970 on the appoximation of the laws of the Member States relating to the type-approval of motor vehicles and their trailers (3), as amended by Directive 78/547/EEC (4); whereas that Directive should accordingly be supplemented by inserting the provisions for that purpose in both Annex I (model information document) and Annex II (model EEC type-approval certificate), without prejudice to other amendments to the Directive, in particular those contained in the Commission proposal of 5 January 1977,

(1) OJ No C 118, 16. 5. 1977, p. 29.
(2) OJ No C 114, 11. 5. 1977, p. 1.
(3) OJ No L 42, 23. 2. 1970, p. 1.
(4) OJ No L 168, 26. 6. 1978, p. 39.

HAS ADOPTED THIS DIRECTIVE:

Article 1

Annex I to Directive 70/156/EEC shall be amended as follows:

1. section 3.2.5 shall be replaced by the following text:
   '3.2.5. Maximum net power: ... kW at ... r/min (q')';

2. section 3.2.6 shall be replaced by the following text:
   '3.2.6. Maximum net torque: ... Nm at ... r/min (q')';

3. the following section shall be added:
   '3.5. Fuel consumption (q'')
   3.5.1. Urban cycle: ... *l*/100 km
   3.5.2. Constant speed at 90 km/h: ... *l*/100 km
   3.5.3. Constant speed at 120 km/h: ... *l*/100 km';

4. the following notes shall be inserted between notes (q) and (r):
   '(q') Determined in accordance with the requirements of Directive 80/1267/EEC of 16 December 1980.
   (q'') Determined in accordance with the requirements of Directive 80/1267/EEC of 16 December 1980'.

Article 2

Annex II to Directive 70/156/EEC shall be amended as follows:

1. section 3.2.1 shall be replaced by the following text:

'3.2.1.	Maximum net power and maximum net torque	SD — R';

2. the following section shall be added:

'3.3.	Fuel consumption	SD — R'.

Article 3

1. Member States shall bring into force the provisions necessary to comply with this Directive within 18 months of its notification and shall forthwith inform the Commission thereof.

2. Member States shall ensure that the texts of the main provisions of national law which they adopt in the field covered by this Directive are communicated to the Commission.

Article 4

This Directive is adressed to the Member States.

Done at Brussels, 16 December 1980.

For the Council

The President

Colette FLESCH

COUNCIL DIRECTIVE

of 16 December 1980

on the approximation of the laws of the Member States relating to the fuel consumption of motor vehicles

(80/1268/EEC)

THE COUNCIL OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Economic Community, and in particular Article 100 thereof,

Having regard to the proposal from the Commission (1),

Having regard to the opinion of the European Parliament (2),

Having regard to the opinion of the Economic and Social Committee (3),

Whereas the technical requirements which motor vehicles must satisfy pursuant to certain national laws relate *inter alia* to the method of measuring fuel consumption which must be used to indicate the fuel consumption of a vehicle type;

Whereas those requirements differ from one Member State to another; whereas this results in technical barriers to trade which must be eliminated by all Member States adopting the same requirements either in addition to or in place of their existing rules, in order in particular to allow the EEC type-approval procedure which was the subject of Council Directive 70/156/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the type-approval of motor vehicles and their trailers (4), as last amended by Directive 80/1267/EEC (5), to be introduced in respect of each type of vehicle;

Whereas it is of paramount importance to establish a method of measuring fuel consumption by motor vehicles for inclusion in Community requirements;

Whereas a Community method of measuring fuel consumption is also necessary to ensure, in particular, that customers and users are supplied with objective and precise information;

Whereas the requirements of this Directive apply only to motor vehicles in international motor vehicle classification category M_1 as set out in Directive 70/156/EEC; whereas a method of measuring the fuel consumption of the other categories of motor vehicles will be established as soon as certain technical difficulties can be resolved,

HAS ADOPTED THIS DIRECTIVE:

Article 1

For the purpose of this Directive, 'vehicle' means any motor vehicle intended for use on the road, with or without bodywork, having at least four wheels and a maximum design speed exceeeding 25 km/h, with the exception of vehicles which run on rails and of agricultural tractors and machinery.

Article 2

No Member State may refuse to grant EEC type-approval or national type-approval in respect of a vehicle, or refuse or prohibit the sale, registration, entry into service or use of a vehicle, on grounds relating to its fuel consumption if the consumption figures have been determined in accordance with Annexes I and II and are set out in a document given to the vehicle owner at the time of purchase in a manner and form decided on by each Member State.

Article 3

Any amendments necessary for adapting the requirements of the Annexes to take account of technical progress shall be adopted in accordance with the procedure laid down in Article 13 of Directive 70/156/EEC.

(1) OJ No C 104, 28. 4. 1980, p. 1.
(2) OJ No C 265, 13. 10. 1980, p. 76.
(3) OJ No C 182, 21. 7. 1980, p. 3.
(4) OJ No L 42, 23. 2. 1970, p. 1.
(5) See page 34 of this Official Journal.

Article 4

1. Member States shall bring into force the provisions necessary in order to comply with this Directive within 18 months of its notification. They shall forthwith inform the Commission thereof.

2. Member States shall ensure that the texts of the main provisions of national law which they adopt in the field covered by this Directive are communicated to the Commission.

Article 5

This Directive is addressed to the Member States.

Done at Brussels, 16 December 1980.

For the Council

The President

Colette FLESCH

ANNEX I

DETERMINATION OF FUEL CONSUMPTION

1. EEC TYPE-APPROVAL

1.1. **Application for EEC type-approval**

1.1.1. The application for EEC type-approval for a vehicle type in respect of the fuel consumption of the engine is submitted by the vehicle manufacturer or his authorized representative

1.1.2. It must be accompanied by three copies of the document mentioned below and of the following:

1.1.2.1. Information sheet duly completed;

1.1.2.2. Information necessary to prepare the document provided for in Annex II.

1.1.3. If the technical service responsible for the type-approval tests carries out the tests itself, a vehicle representative of the vehicle type to be approved must be provided.

1.2. **Documents**

Where an application within the meaning of 1.1 is accepted, the competent authority must prepare the document, the model for which is contained in Annex II. In order to draw up this document, the competent authority of the Member State conducting the EEC type-approval tests may use the report prepared by an approved or recognized laboratory in accordance with the provisions of this Directive.

2. SCOPE

This method applies to category M_1 vehicles equipped with internal combustion engines.

3. GENERAL SPECIFICATIONS

3.1. Fuel consumption is determined by the following tests:

3.1.1. Cycle simulating urban driving, as described in Annex III to Council Directive 70/220/EEC of 20 March 1970 on the approximation of the laws of the Member States relating to measures to be taken against air pollution by gases from positive-ignition engines of motor vehicles (1), as last amended by Directive 78/665/EEC (2) (see section 5);

3.1.2. Constant speed test at 90 km/h (see section 6);

3.1.3. Constant speed test at 120 km/h (see section 6). This test is not performed if the vehicle's maximum design speed is less than 130 km/h.

3.2. The results of the tests must be expressed in l/100 km rounded off to the nearest 0·1.

3.3. Distances must be measured to within an accuracy of 0·5 % and times to within an accuracy of 0·2 s.

(1) OJ No L 76, 6. 4. 1970, p. 1.
(2) OJ No L 223, 14. 8. 1978, p. 48.

3.4. **Test fuel**

The fuel used must be either the reference fuel specified in Annex VI to Directive 70/220/EEC or that specified in Annex V to Council Directive 72/306/EEC, of 2 August 1972 on the approximation of the laws of the Member States relating to the measures to be taken against the emission of pollutants from diesel for use in vehicles (1), as appropriate.

4. TEST CONDITIONS

4.1. **General condition of the vehicle**

4.1.1. The vehicle must be clean and the windows and air intakes closed, with only the equipment necessary for the functioning of the vehicle during the test being in operation. If there is a manually controlled device on the carburettor inlet for air heating, it must be in the 'summer' position. In general, the auxiliary equipment required for the normal running of the vehicle must be in operation.

4.1.2. If the radiator fan is temperature controlled, it must be operating as it would normally on the vehicle. The passenger compartment heating system must not be operating, nor must the air conditioning system, although its compressor must be operating normally.

4.1.3. If a pressure charging device is fitted, it must be operating as it would normally for the test speed.

4.1.4. The vehicle must have been run in and have covered at least 3 000 km before the test.

4.2. **Lubricants**

All lubricants must be those recommended by the manufacturer of the vehicle and must be indicated in the test report.

4.3. **Tyres**

The tyres must be of one of the types specified as original equipment by the vehicle manufacturer, inflated to the pressure recommended for the test load and speeds (adjusted, where necessary, for test-bed operation under test conditions). The pressures used must be indicated in the test report.

4.4. **Measurement of fuel consumption**

4.4.1. The fuel must be supplied to the engine through a device capable of measuring the quantity consumed to within ± 2 %; this device must not interfere with normal supply. If the system of measurement is volumetric, the temperature of the fuel must be measured at the volume measuring point.

4.4.2. There must be a valve system to permit rapid change-over from the general fuel supply system to the measuring system. This change-over must not take longer than 0·2 s.

4.5. **Reference conditions**

Pressure: H_o = 1 000 mbar

Temperature: T_o = 293 K (20 °C)

4.5.1. *Air density*

4.5.1.1. The air density when the vehicle is tested, calculated as described in 4.5.1.2 below, must not differ by more than 7·5 % from the air density under the reference conditions.

(1) OJ No L 190, 20. 8. 1972, p. 1.

4.5.1.2. The air density is calculated using the formula:

$$d_T = d_o \cdot \frac{H_T}{H_o} \cdot \frac{T_o}{T_T}, \text{ where}$$

d_T = air density under test conditions;

d_o = air density under reference conditions;

H_T = pressure during the test;

T_T = absolute temperature during the test (K).

5. MEASUREMENT OF FUEL CONSUMPTION OVER A CYCLE SIMULATING URBAN DRIVING

5.1. The test cycle is as described in Annex III to Directive 70/220/EEC

5.1.1. In the case of diesel-powered vehicles the load adjustment is determined for the corresponding petrol-driven model or by an alternative method recognized as equivalent

5.1.2. *Reference mass of the vehicle*

The mass of the vehicle is the reference mass, as defined in section 1.2 of Annex I to Directive 70/220/EEC

5.2. The dynamometer is set to the equivalent inertia, as stipulated in section 4.2 of Annex III to Directive 70/220/EEC.

5.3. **Measurement of consumption**

5.3.1. Consumption is calculated on the basis of the quantity of fuel consumed during two consecutive cycles.

5.3.2. Before the measurements are made, the engine must be warmed up from cold by the completion of five full test cycles. The measurements may also be carried out immediately following the type I and type II tests described in Directive 70/220/EEC. The temperature is kept within the normal operating range for that engine, if necessary by using the auxiliary cooling device.

5.3.3. The idling period between two consecutive cycles may be extended by not more than 60 s to facilitate fuel consumption measurement.

5.4. **Calculation of fuel consumption**

5.4.1. If the fuel consumption is measured gravimetrically, the consumption is expressed (in litres/100 km) by converting the measurement M (fuel consumed expressed in kilograms) using the following formula:

$$C = \frac{100\ M}{D\ .\ Sg}\ (l/100\ km)$$

where:

Sg = density of the fuel under the reference conditions (kg/dm^3);

D = distance covered during the test (km).

5.4.2. If the fuel consumption is measured volumetrically, the consumption is expressed (in litres/100 km) by the following formula:

$$C = \frac{V\ (1 + \alpha\ (T_o - T_F))}{D}\ 100\ (l/100\ km)$$

where:

V = volume in litres of fuel consumed;

α = coefficient of volumetric expansion for the fuel. For both diesel and petrol fuel, this is 0·001 per °C;

T_o = reference temperature expressed in °C;

T_F = fuel temperature in °C measured at the volume measuring point.

5.5. **Expression of results**

5.5.1. The standard consumption in urban driving is the arithmetic mean of three consecutive measurements carried out in accordance with the procedure described above.

5.5.2. If the extreme measurements differ by more than 5 % from the mean, further tests must be carried out in accordance with this procedure until a degree of accuracy of at least 5 % is obtained.

5.5.3. The accuracy of measurement is calculated using the formula:

$$\text{Accuracy} = k \cdot \frac{S}{\sqrt{n}} \cdot \frac{100}{\bar{C}} \%$$

where:

$\bar{C}$ is derived from the formula in 5.4;

$\bar{C}$ is the arithmetic mean of n values of C;

n is the number of measurements taken;

$$S = \sqrt{\frac{\sum_{i=1}^{n} (\bar{C} - Ci)^2}{n - 1}}$$

k is given by the following table:

Number of measurements	4	5	6	7	8	9	10
k	3·2	2·8	2·6	2·5	2·4	2·3	2·3

5.5.4. If at least 5 % accuracy has not been attained after 10 measurements, the consumption is determined by using another vehicle of the same type.

6. MEASUREMENT OF FUEL CONSUMPTION AT CONSTANT SPEED

6.1. These tests may be carried out either on a dynamometer or on the road.

6.1.1. *Mass of the vehicle*

6.1.1.1. The mass of the vehicle is the mass in running order, as defined in 6.1.1.2, plus 180 kg, or plus half the full load if that figure exceeds 180 kg, including measuring equipment and occupants. The suspension height of the vehicle is that obtained when the centre of gravity of the load is in the middle of the straight line joining the R points of the front (side) seats.

6.1.1.2. For the purposes of this Directive, 'mass of the vehicle in running order' means its total unladen mass with all tanks except the fuel tank full, the fuel tank being filled to 90 % of the capacity specified by the manufacturer, and with a set of tools and the spare wheel on board.

6.2. **Gearbox**

If the vehicle is fitted with a manual gear change, the gear ratio used is the highest recommended by the manufacturer for driving at each of the test speeds.

6.3. **Test procedure**

6.3.1. *Road test*

6.3.1.1. Weather conditions

6.3.1.1.1. The relative humidity must be less than 95 %; the road must be dry; the road surface may, however, bear traces of moisture, provided that there is no appreciable film of water at any one place.

6.3.1.1.2. The average wind speed must be less than 3 m/s and gusts less than 8 m/s.

6.3.1.2. Before the measurements are taken, the vehicle must travel on the chosen circuit, at a speed close to the test speed, a sufficient distance for the running temperature to be reached; in no case, however, must this distance be less than 10 km.

6.3.1.3. Test run

The test run must be such as to allow a steady speed to be maintained and must be at least 2 km in length. It must form a closed circuit and the surface must be in good condition. A straight road may be used provided that a run of 2 km is made in both directions. The gradient must not exceed 2 % between any two points.

6.3.1.4. During each test run, the speed must be kept steady to within ± 2 km/h. The average speed for each test must not differ from the reference speed by more than 2 km/h.

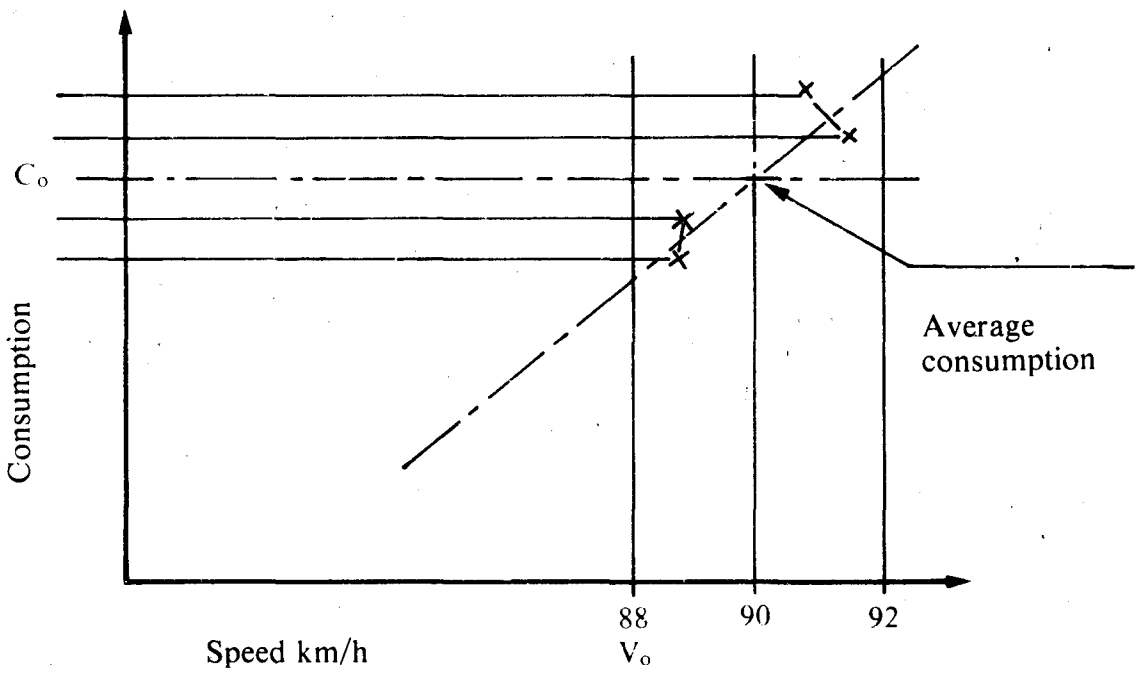
6.3.1.5. To determine the consumption at each reference speed (see graph below), four tests are performed; two at an average speed less than the reference speed and two at an average speed exceeding the reference speed.

6.3.1.6. The fuel consumption for each test run is calculated from the formulae in 5.4.

6.3.1.7. The difference between the two lower calculated values must not exceed 5 % of their average value, this same condition applying also to the two higher calculated values. The value of the fuel consumption at the appropriate reference speed is calculated by linear interpolation as shown on the graph below.

6.3.1.7.1. If the conditions in 6.3.1.7 are not achieved for either pair of calculated values, the four test runs must be repeated. If after ten attempts the required consistency has not been achieved, another vehicle must be selected and subjected to all the tests specified in this procedure.

Example: Calculation for an average speed of 90 km/h.



The four crosses correspond to the calculated values for each test run. C_o is the value calculated for the consumption at the reference speed V_o over the test distance.

6.3.2. *Dynamometer test*

6.3.2.1. Dynamometer setting

The dynamometer must be set as described in section 4.1 of Annex III to Directive 70/220/EEC with the following amendments:

— the dynamometer must be set for the appropriate test speed;

— the condition of the vehicle during the test runs must be as specified in sections 4.1 to 4.3, and the weather conditions during the road test must be as specified in 6.3.1.1 to enable the correct inlet manifold depression setting to be determined.

In the case of diesel-powered vehicles, the dynamometer must be set as specified in 5.1.1.

6.3.2.2. Cooling

Additional air-cooling devices may be used to keep the operating conditions and the temperature of the lubricants and coolant within the range normally obtained at the same speed on the road.

6.3.2.3. Before any measurements are taken, the vehicle must cover, at a speed close to the test speed, a sufficient distance on the dynamometer for the running temperatures to be reached; this distance must in no case be less than 10 km.

6.3.2.4. The test distance must not be less than 2 km, as measured by a revolution counter on the dynamometer.

6.4. The type of dynamometer used must be indicated in the test report.

6.5. **Expression of results**

Whatever the method of measurement used, the results must be expressed in litres/100 km under the reference conditions specified in 4.5.

ANNEX II

Name of Administration

MODEL

Annex to the EEC type-approval certificate for a vehicle type in respect of its fuel consumption

(Article 4 (2) and Article 10 of Council Directive 70/156/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the type-approval of motor vehicles and their trailers)

EEC type-approval No: .....

1. Trade name or mark of the vehicle: .....

2. Type and trade description of the vehicle: .....

3. Manufacturer's name and address: .....

4. If applicable, name and address of manufacturer's authorized representative: .....

.....

5. Description of the vehicle:

5.1. Mass (in accordance with 6.1.1.2 of Annex I): .....

5.2. Maximum authorized mass: .....

5.3. Type of bodywork: Saloon, Estate, Coupé (1)

5.4. Drive wheels: front, rear, 4 × 4 (1)

5.5. Engine:

5.5.1. Cubic capacity: .....

5.5.2. Fuel supply system: carburettor/injection (1)

5.5.3. Fuel recommended by the manufacturer: .....

5.5.4. Maximum power: ..... kW at ..... r/min

5.5.5. Pressure charging device: yes/no (1)

5.5.6. Ignition system: diesel/conventional or electronic ignition (1)

5.6. Transmission:

5.6.1. Type of gearbox: manual/automatic (1)

5.6.2. Number of gear ratios: .....

(1) Delete where inapplicable.

5.6.3. Overall gear ratios (including the rolling circumferences of the tyres under load): Road speeds per 1 000 r/min in km/h

1st gear: ..... 4th gear: .....

2nd gear: ..... 5th gear: .....

3rd gear: ..... overdrive: .....

5.6.4. Final drive ratio: .....

5.6.5 Tyres:

Type: ..... Dimensions: .....

Rolling circumference under load: .....

6. EEC type-approval No granted on the basis of Directive 70/220/EEC or 72/306/EEC ..

.....

7. Fuel consumption:

— on urban cycle: ..... l/100 km

— at constant 90 km/h: ..... l/100 km

— at constant 120 km/h: ..... l/100 km.

8. Date vehicle submitted for EEC type-approval: .....

9. Technical service or approved or recognized laboratory which carried out the consumption tests: .....

10. Number of report: .....

11. Date of the report: .....

12. Place: .....

13. Date: .....

14. Signature: .....

COUNCIL DIRECTIVE

of 16 December 1980

on the approximation of the laws of the Member States relating to the engine power of motor vehicles

(80/1269/EEC)

THE COUNCIL OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Economic Community, and in particular Article 100 thereof,

Having regard to the proposal from the Commission (1),

Having regard to the opinion of the European Parliament (2),

Having regard to the opinion of the Economic and Social Committee (3),

Whereas the technical requirements which motor vehicles must satisfy pursuant to certain national laws relate *inter alia* to the method of measuring engine power which must be used to indicate the engine power of a vehicle type;

Whereas those requirements differ from one Member State to another; whereas this results in technical barriers to trade which must be eliminated by all Member States adopting the same requirements either in addition to or in place of their existing rules, in order in particular to allow the EEC type-approval procedure which was the subject of Council Directive 70/156/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the type-approval of motor vehicles and their trailers (4), as last amended by Directive 80/1267/EEC (5), to be introduced in respect of each type of vehicle,

HAS ADOPTED THIS DIRECTIVE:

Article 1

For the purposes of this Directive, 'vehicle' means any motor vehicle intended for use on the road, with or without bodywork, having at least four wheels and a maximum design speed exceeding 25 km/h, with the exception of vehicles which run on rails and of agricultural tractors and machinery.

Article 2

No Member State may refuse to grant EEC type-approval or national type-approval in respect of a vehicle, or refuse or prohibit the sale, registration, entry into service or use of a vehicle, on grounds relating to its engine power if this has been determined in accordance with Annexes I and II.

Article 3

Any amendments necessary for adapting the requirements of the Annexes to take account of technical progress shall be adopted in accordance with the procedure laid down in Article 13 of Directive 70/156/EEC.

Article 4

1. Member States shall bring into force the provisions necessary in order to comply with this Directive within 18 months of its notification. They shall forthwith inform the Commission thereof.

(1) OJ No C 104, 28. 4. 1980, p. 9.
(2) OJ No C 265, 13.10. 1980, p. 76.
(3) OJ No C 182, 21. 7. 1980, p. 3.
(5) OJ No L 42, 23. 2. 1970, p. 1.
(6) See page 34 of this Official Journal.

2. Member States shall ensure that the texts of the main provisions of national law which they adopt in the field covered by this Directive are communicated to the Commission.

Article 5

This Directive is addressed to the Member States.

Done at Brussels, 16 December 1980.

For the Council

The President

Colette FLESCH

ANNEX I

DETERMINATION OF ENGINE POWER

1. EEC TYPE-APPROVAL

1.1. **Application for EEC type-approval**

The application for EEC type-approval for a vehicle type in respect of the engine power is submitted by the vehicle manufacturer or his authorized representative.

1.1.1. It must be accompanied by three copies of the document mentioned below and of the following:

1.1.1.1. Information sheet duly completed,

1.1.1.2. Information required in Appendix 1 or 2.

1.1.2. If the technical service responsible for the type-approval tests carries out the tests itself, a vehicle representative of the vehicle type to be approved must be provided.

1.2. **Documents**

Where an application within the meaning of 1.1 is accepted, the competent authority must prepare the document, the model for which is contained in Annex II. In order to draw up this document, the competent authority of the Member State conducting the EEC type-approval tests may use the report prepared by an approved or recognized laboratory pursuant to the provisions of this Directive.

2. SCOPE

2.1. This method applies to internal combustion engines used for the propulsion of category M and N vehicles as defined in Annex I to Directive 70/156/EEC, belonging to either of the following types.

2.1.1. Internal combustion piston engines (positive ignition or diesel), excluding free-piston engines;

2.1.2. Rotary piston engines.

2.2. This method applies to naturally aspirated or supercharged engines.

3. DEFINITIONS

For the purposes of this Directive,

3.1. 'Net power' means the power obtained on the test-bed at the end of the crankshaft or its equivalent at the corresponding engine speed with the auxiliaries listed in Table 1. If the power measurement can be carried out with a mounted gearbox only, the efficiency of the gearbox is to be taken into account.

3.2. 'Maximum net power' means the maximum value of the net power measured at full engine load.

3.3. 'Standard-production equipment' means equipment provided by the manufacturer for a particular application.

4. ACCURACY OF THE MEASUREMENTS OF FULL LOAD POWER

4.1. Torque

4.1.1. Subject to 4.1.2, the capacity of the dynamometer must be such that the first quarter of its scale is not used. The measuring system must be accurate to within ± 0·5 % of the maximum scale value (excluding the first quarter).

4.1.2. The scale region between one sixth and one quarter of the maximum scale may however be used if the system accuracy at one sixth of the scale is within ± 0·25 % of the maximum scale value.

4.2. **Engine speed**

The measurement must be accurate to within ± 0·5 %. Engine speed must be measured preferably with an automatically synchronized revolution counter and chronometer (or counter-timer).

4.3. **Fuel consumption**

± 1 % overall for the apparatus used.

4.4. **Engine inlet air temperature** ± 2 °C.

4.5. **Barometric pressure** ± 2 mbar.

4.6. **Pressure in test-bed exhaust extraction duct** (see note 1 to Table 1)

4.7. **Pressure in inlet manifold:** ± 0·5 mbar.

4.8. **Pressure in vehicle exhaust pipe:** ± 2 mbar.

5. NET POWER OF THE ENGINE

5.1. **Tests**

5.1.1. *Auxiliary equipment*

During the test, the auxiliary equipment to be fitted as specified below must be installed on the engine, as far as possible in the same position as that in which it would be for the particular use in question.

5.1.1.1. Auxiliary equipment to be fitted

The auxiliary equipment to be fitted during the test for determination of the net power of the engine is listed in Table 1 below.

5.1.1.2. Auxiliary equipment to be removed

Certain auxiliary equipment which is necessary only for the operation of the vehicle and which may be mounted on the engine must be removed for the test. The following non-exhaustive list is given by way of example:

— air compressor for brakes,
— power steering compressor,
— suspension compressor,
— air-conditioning system,
— cooling equipment for hydraulic transmission and/or gearbox oil.

Where accessories cannot be removed, the power absorbed by them in the unloaded condition may be determined and added to the engine power measured.

TABLE 1

Auxiliary equipment to be included for the test to determine net power of engine

No	Auxiliary equipment	If fitted for net power test
1	Intake system	
	Intake manifold Air filter Intake silencer Crankcase emission control system Speed limiting device	Yes, standard-production equipment (1)
2	Induction heating device (if possible it shall be set in the most favourable position)	Yes, standard-production equipment
3	Exhaust system	
	Exhaust purifier Manifold Connecting pipes Silencer Tail pipe Exhaust brake (2)	Yes, standard-production equipment (1)
4	Fuel supply pump (3)	Yes, standard-production equipment
5	Carburettor	Yes, standard-production equipment
6	Fuel injection equipment (petrol and diesel)	
	Prefilter Filter Pump High pressure pipe Injector Air intake valve, if fitted (4) Governor/control system Automatic full-load stop for the control rack depending on atmospheric conditions	Yes, standard-production equipment
7	Liquid cooling equipment	
	Engine bonnet Bonnet air outlet	No
	Radiator Fan (6) Fan cowl Water pump Thermostat (7)	Yes, standard-production equipment (5)
8	Air cooling	
	Cowl Blower (5) (6)	Yes, standard-production equipment
	Temperature regulating device	Yes, standard-production equipment

No	Auxiliary equipment	If fitted for net power test
9	Electrical equipment	Yes, standard-production equipment (8)
10	Supercharging equipment	
	Compressor driven either directly or indirectly by the engine, and/or by the exhaust gases	Yes, standard-production equipment
	Intercooler (9)	
	Coolant pump or fan (engine-driven)	
	Coolant flow control device	
11	Anti-pollution device	Yes, standard-production equipment

(1) The complete standard exhaust and intake systems provided for the vehicle must be used in cases where they may have an appreciable effect on the power of the engine (two-stroke engine, positive-ignition engine, etc.) or when the manufacturer so requests. In other cases a check must be made during the test merely to verify that the back pressure at the outlet of the exhaust manifold does not differ by more than 10 mbar from the maximum back pressure specified by the manufacturer and that the pressure in the intake manifold does not differ by more than 1 mbar from the limit specified by the manufacturer for a clean air filter. These conditions may also be created with the test-bed equipment.
When the complete exhaust system is used in the test laboratory, the exhaust extraction system must not, with the engine in operation, create in the exhaust extraction duct, at the point where it is connected with the exhaust system of the vehicle, a pressure differing from the atmospheric pressure by more than 10 mbar, unless the manufacturer has accepted a higher back pressure prior to the test.

(2) If an exhaust brake is incorporated in the engine, the throttle valve must be fixed in the fully open position.

(3) The fuel feed pressure may be adjusted, if necessary, to reproduce pressures existing in the particular engine application (especially when a 'fuel return' system is used).

(4) The air intake valve is the control valve for the pneumatic governor of the injection pump. The governor or the fuel injection equipment may contain other devices which may affect the amount of fuel injected.

(5) The radiator, the fan, the fan cowl, the water pump and thermostat must be located in the same relative positions as on the vehicle. The cooling-liquid circulation must be operated by the engine water pump only. Cooling of the liquid may be produced either by the engine radiator or by an external circuit, provided that the pressure loss of this circuit and the pressure at the pump inlet remain substantially the same as those of the engine cooling system. The radiator shutter, if incorporated, must be in the open position.
Where the fan, radiator and cowl system cannot conveniently be fitted to the engine, the power absorbed by the fan when separately mounted in its correct position in relation to the radiator and cowl (if there is one), must be determined at the speeds corresponding to the engine speeds used for measurement of the engine power either by calculation from standard characteristics or by practical tests. This power, corrected to the standard atmospheric conditions defined in 5.2.2, must be deducted from the corrected power.

(6) Where a disconnectable fan or blower is incorporated, the test must be carried out with the fan (or blower) connected.

(7) The thermostat may be fixed in the fully open position.

(8) Minimum power of the generator: the power of the generator must be limited to that strictly necessary for operating the accessories which are indispensable for the operation of the engine (including electrically driven cooling fan). If the connection of a battery is necessary, a fully charged battery in good order must be used.

(9) The temperature of the air at the inlet manifold must not exceed that recommended by the engine manufacturer, if it is specified.
Charge air cooler:
Cooling of the charge air may be performed either by the engine charge air cooler or by an external cooling system, provided that the pressure and temperature of the air at the charge air cooler outlet are the same as when the original system specified by the engine manufacturer is used.

5.1.1.3. Auxiliary equipment for starting diesel engines

For the auxiliary equipment used in starting diesel engines, the two following cases must be considered:

5.1.1.3.1. Electrical starting: The generator is fitted and it supplies, where necessary, the auxiliary equipment essential for the operation of the engine.

5.1.1.3.2. Starting other than electrical: If there are any electrically operated accessories essential for the operation of the engine, the generator is fitted and supplies these accessories. Otherwise, it is removed. In either case, the system for producing and accumulating the energy necessary for starting is fitted and operates in the unloaded condition.

5.1.2. *Setting conditions*

The setting conditions for the test to determine net power are indicated in Table 2.

TABLE 2

Setting conditions

1	Setting of carburettor(s)	Set in accordance with the manufacturer's production specifications and used without further alteration for the particular application
2	Setting of injection pump delivery system	Set in accordance with the manufacturer's production specifications and used without further alteration for the particular application
3	Ignition of injection timing	Standard-production, timing curve specified by the manufacturer and used without further alteration for the particular application
4	Setting of governor	Set in accordance with the manufacturer's production specifications and used without further alteration for the particular application

5.1.3. *Net power tests*

5.1.3.1. The net power test must consist of a run at full throttle for positive ignition engines and at fixed full load injection-pump setting for diesel engines, the engine being equipped as specified in Table 1.

5.1.3.2. Performance data must be obtained under stabilized operating conditions, with an adequate fresh-air supply to the engine. The engine must have been run in accordance with the manufacturer's recommendations. Combustion chambers may contain deposits, but in limited quantity.

Test conditions such as inlet air temperature must be selected as near to reference conditions (see 5.2) as possible in order to minimize the magnitude of the correction factor.

5.1.3.3. The temperature of the inlet air to the engine must be measured within 0·15 m upstream from the point of entry to the air cleaner, or, if no air cleaner is used, within 0·15 m of the air inlet horn. The thermometer or thermocouple shall be shielded from radiant heat and placed directly in the air stream. It must also be shielded from fuel spray-back. A sufficient number of locations must be used to give a representative average inlet temperature. The air flow must not be disturbed by the measuring device.

5.1.3.4. No data must be taken until torque, speed and temperature have remained substantially constant for at least one minute.

5.1.3.5. The engine speed during a measurement run must not deviate from the selected speed while readings are taken by more than ± 1 % or ± 10 rev/min, whichever is the greater.

5.1.3.6. Brake load, fuel consumption and inlet air temperature readings must be taken simultaneously; the reading adopted for measurement purposes must be the average of two stabilized values differing by less than 2 % for brake load and fuel consumption.

5.1.3.7. A measurement time of not less than 60 seconds must be used when measuring speed or fuel consumption with a manually operated device.

5.1.3.8. Fuel

5.1.3.8.1. In the case of diesel engines, the fuel used must be as specified in Annex V to Council Directive 72/306/EEC of 21 August 1972 on the approximation of the laws of the Member States relating to the measures to be taken against the emission of pollutants from diesel engines for use in engines (1), with the addition, if necessary, of a commercial liquid or gaseous fuel recommended by the manufacturer. The fuel must not contain any smoke-suppressant additives.

5.1.3.8.2. In the case of positive ignition engines, the fuel used must be a commercial fuel, without any supplementary additive. The fuel described in Annex VI to Council Directive 70/220/EEC of 20 March 1970 on the approximation of the laws of the Member States relating to measures to be taken against air pollution by gases from positive-ignition engines of motor vehicles (2) as last amended by Directive 78/665/EEC (3), may also be used.

5.1.3.9. Cooling of the engine

5.1.3.9.1. Liquid-cooled engines

The temperature of the coolant at the outlet from the engine must be kept within ±5 °C from the upper thermostatically controlled temperature specified by the manufacturer. If no temperature is specified by the manufacturer, the temperature must be 80 ± 5 °C.

5.1.3.9.2. Air cooled engines

For air-cooled engines, the temperature at a point indicated by the manufacturer must be kept between the maximum value T_M specified by the manufacturer and $T_M - 20$ °C.

5.1.3.10. The fuel temperature at the inlet of the injection pump or carburettor must be maintained within the limits set by the manufacturer.

5.1.3.11. The temperature of the lubricating oil measured in the oil sump or at the outlet from the oil cooler, if fitted, must be within the limits set by the manufacturer.

5.1.3.12. The exhaust gas temperature must be measured at a point in the exhaust pipe(s) adjacent to the outlet flange(s) of the exhaust manifold(s). It must not exceed the value specified by the manufacturer.

5.1.3.13. Auxiliary cooling system

An auxiliary cooling system may be used if necessary to maintain the temperatures within the limits specified in 5.1.3.9. to 5.1.3.12.

(1) OJ No L 190, 20. 8. 1972, p. 1.
(2) OJ No L 76, 6. 4. 1970, p. 1.
(3) OJ No L 223, 14. 8. 1978, p. 48.

5.1.4. *Test procedure*

Take measurements at a sufficient number of engine speeds to define the full load power curve completely between the lowest and the highest engine speeds stated by the manufacturer. This range of speeds must include the speed of revolution at which the engine produces its maximum power. For each speed, the average of two stabilized measurements is taken.

5.1.5. *Measurement of smoke index*

In the case of diesel engines, the exhaust gases must be examined during the test for compliance with the conditions set out in Annex VI to Directive 72/306/EEC.

5.2. **Correction factors**

5.2.1. *Definition*

The correction factor is the coefficient K by which the observed power must be multiplied to determine the engine power under the atmospheric reference conditions specified in 5.2.2.

5.2.2. *Atmospheric reference conditions*

5.2.2.1. Temperature: 25 °C.

5.2.2.2. Dry pressure (ps): 990 mbar.

5.2.3. *Conditions to be complied with in the laboratory*

For a test to be valid, the correction factor K must be such that $0 \cdot 96 \leqslant K \leqslant 1 \cdot 06$.

5.2.4. *Determination of correction factors*

5.2.4.1. Positive-ignition engines (carburettor or injection) — factor K_a.

The correction factor is obtained by applying the following formula:

$$K_a = \left(\frac{990}{ps}\right) \cdot \left(\frac{T}{298}\right)^{0.5}$$

where

T = the absolute temperature in K at the air inlet to the engine;

ps = the dry atmospheric pressure in mbar, in other words the total barometric pressure minus water vapour pressure.

5.2.4.2. Diesel engines — factor K_d

5.2.4.2.1. Naturally aspirated four-stroke diesel engines, and two-stroke diesel engines

The correction factor is calculated by means of the following formula:

$$K_d = \left(\frac{990}{ps}\right) \cdot \left(\frac{T}{298}\right)^{0.7}$$

where

T = the absolute temperature in K at the air inlet to the engine;

ps = the dry atmospheric pressure in mbar.

5.2.4.2.2. Pressure charged four-stroke diesel engines

5.2.4.2.2.1. Exhaust driven turbo-charged engines

No correction is made to the power. However, when the density of the ambient air differs by more than 5 % from the air density in the reference conditions (25 °C and 1 000 mbar), the test conditions must be noted in the test report.

5.2.4.2.2.2. Mechanically supercharged engines

5.2.4.2.2.2.1. The ratio r is defined by the following formula:

$$r = \frac{D}{V\left(\frac{P_2}{P_1}\right) \cdot \left(\frac{T_1}{T_2}\right)}$$

where

D = the amount of fuel delivered in mm^3 for each engine cycle,

V = the cylinder capacity of the engine in litres,

P_1 = the ambient pressure,

P_2 = the pressure at the engine inlet manifold,

T_1 = the ambient temperature in K (as defined in 5.1.3.3),

T_2 = the temperature at the engine inlet manifold in K.

5.2.4.2.2.2. The correction factor for mechanically supercharged engines is the same as that for naturally aspirated engines if r is equal to or greater than 50 mm^3/litre, and it is equal to 1 if r is less than 50 mm^3/litre.

5.3. **Test report**

The test report must contain the results and all the calculations required to obtain the net power, as listed in Annex II, together with the characteristics of the engine listed in Appendix 1 or Appendix 2 to this Annex.

5.4. **Modification of engine type**

Any modification of the engine with regard to the characteristics listed in Appendix 1 or Appendix 2 to this Annex must be reported to the competent authority. That authority may then either:

5.4.1. consider that the modifications made are not likely to have any substantial effect on the power of the engine, or

5.4.2. request that power of the engine be determined by carrying out such tests as it deems necessary.

6. NET POWER MEASUREMENT TOLERANCES

6.1. The net power of the engine as determined by the technical service may differ by ± 2 % from the net power specified by the manufacturer, with a 1·5 % tolerance for the engine speed.

6.2. The net power of an engine during a production conformity test may differ by ± 5 % from the net power determined in a type-approval test.

Appendix 1

ESSENTIAL CHARACTERISTICS OF THE ENGINE (1)

(Diesel engines)

1. **Description of engine**

1.1. Make: .....

1.2. Type: .....

1.3. Cycle: four-stroke/two-stroke (2)

1.4. Bore: ..... mm

1.5. Stroke: ..... mm

1.6. Number and layout of cylinders and firing order: .....

1.7. Cylinder capacity: ..... cm^3

1.8. Compression ratio (3): .....

1.9. Drawings of combustion chamber and piston crown: .....

1.10. Minimum cross-sectional area of inlet and outlet ports: .....

1.11. System of cooling

1.11.1. Liquid

Nature of liquid .....

Circulating pumps: yes/no (2)

Characteristics or make(s) and type(s): .....

Drive ratio: .....

Thermostat: setting: .....

Radiator: drawing(s) or make(s) and type(s): .....

Relief valve pressure setting: .....

Fan: characteristics or make(s) and type(s): .....

.....

Fan drive system: .....

Drive ratio: .....

Fan cowl: .....

(1) In the case of non-conventional engines and systems, particulars equivalent to those referred to here must be supplied by the manufacturer.

(2) Delete where inapplicable.

(3) Specify the tolerance.

1.11.2. Air

Blower: characteristics or make(s) and type(s): .....

.....

Drive ratio: .....

Air ducting (standard production): .....

Temperature regulation system: yes/no (1). Brief description: .....

.....

1.11.3. Temperatures permitted by the manufacturer

1.11.3.1. Liquid cooling: Maximum temperature at engine outlet: .....

1.11.3.2. Air cooling: Reference point: .....

Maximum temperature at reference point: .....

1.11.3.3. Maximum outlet temperature of the inlet intercooler (2): .....

.....

1.11.3.4. Maximum exhaust temperature at the point indicated in 5.1.3.12 above: .....

.....

1.11.3.5. Fuel temperature: min. .....

max. .....

1.11.3.6. Lubricant temperature: min. .....

max. .....

1.12. Supercharger: yes/no (1). Description of the system: .....

.....

1.13 Intake system

Intake manifold: ..... Description: .....

.....

Air filter: ..... Make: .....

Type: .....

Intake silencer: ..... Make: .....

Type: .....

2. **Additional anti-smoke devices** (if any, and if not covered by another heading)

Description and diagrams: .....

3. **Air intake and fuel feed**

3.1. Description and diagrams of air intakes and their accessories (Heating device, intake silencer, etc.): .....

.....

(1) Delete where inapplicable.

3.2. Fuel feed

3.2.1. Feed pump

Pressure (1): ..... or characteristic diagram (1): .....

.....

3.2.2. Injection system: .....

3.2.2.1. Pump

3.2.2.1.1. Make(s): .....

3.2.2.1.2. Type(s): .....

3.2.2.1.3. Flow rate: ... mm^3 per stroke at ... r/min of the pump (1) at full injection rate or characteristic diagram (1) (2) .....

Indicate the method used: on the engine/on a bench pump (2)

3.2.2.1.4. Injection advance (1): .....

3.2.2.1.4.1. Injection advance curve: .....

3.2.2.1.4.2. Timing: .....

3.2.2.2. Injection pipes: .....

3.2.2.2.1. Length: .....

3.2.2.2.2. Internal diameter: .....

3.2.2.3. Injector(s)

3.2.2.3.1. Make(s): .....

3.2.2.3.2. Type(s): .....

3.2.2.3.3. Opening pressure: ..... bar (1)
or characteristic diagram (1) (2)

3.2.2.4. Regulator

3.2.2.4.1. Make(s): .....

3.2.2.4.2. Type(s): .....

3.2.2.4.3. Speed at beginning of shut-off on full load: ..... r/min

3.2.2.4.4. Maximum speed when empty: ..... r/min

3.2.2.4.5. Idling speed: ..... r/min

3.3. Cold starting device

3.3.1. Make(s): .....

3.3.2. Type(s): .....

3.3.3. Description: .....

4. **Distributor setting or equivalent data**

4.1. Maximum valve lift, opening and closing angles or details of alternative distributor systems, in relation to top dead centre: .....

(1) Indicate the tolerance.
(2) Delete where inapplicable.

4.2. Reference and/or setting ranges (1)

5. **Exhaust system**

5.1. Description of exhaust manifold: .....

5.2. Description of the other parts of the exhaust system where the test is performed with the complete exhaust system specified by the manufacturer, or an indication of the maximum back-pressure specified by the manufacturer for maximum power conditions (1) .....

6. **Lubrication system**

6.1. Description of system

6.1.1. Position of lubricant reservoir: .....

6.1.2. Feed system (by pump, injection into intake, mixing with fuel, etc.): .....

6.2. Lubricating pump (1)

6.2.1. Make: .....

6.2.2. Type: .....

6.3. Mixture with fuel (1)

6.3.1. Percentage: .....

6.4. Oil cooler: yes/no (1)

6.4.1. Drawing(s) or make(s) and type(s): .....

7. **Electrical equipment**

Generator/alternator (1): characteristics or make(s) and type(s): .....

8. **Other auxiliary equipment driven by the engine** (List and brief description if necessary): .....

.....

---

(1) Delete where inapplicable.

Appendix 2

ESSENTIAL CHARACTERISTICS OF THE ENGINE (1)

(Positive ignition engines)

1. **Description of engine**

1.1. Make: .....

1.2. Type: .....

1.3. Cycle: four-stroke/two-stroke (2)

1.4. Bore: ..... mm

1.5. Stroke: ..... mm

1.6. Number and layout of cylinders and firing order: .....

1.7. Cylinder capacity: ..... cm^3

1.8. Compression ratio (3): .....

1.9. Drawings of combustion chamber and piston crown: .....

1.10. Minimum cross-sectional area of inlet and outlet ports: .....

1.11. System of cooling:

1.11.1. Liquid

Nature of liquid: .....

Circulating pump: yes/no (2)

Characteristics or make(s) and type(s): .....

Drive ratio: .....

Thermostat: setting: .....

Radiator: drawing(s) or make(s) and type(s): .....

Relief valve: pressure setting: .....

Fan: characteristics or make(s) and type(s): .....

.....

Fan drive system: .....

Drive ratio: .....

Fan cowl: .....

1.11.2. Air

Blower: characteristics or make(s) and type(s): .....

.....

(1) In the case of non-conventional engines and systems, particulars equivalent to those referred to here must be supplied by the manufacturer.
(2) Delete where inapplicable.
(3) Specify the tolerance.

Drive ratio: .....

Air ducting (standard production): .....

Temperature regulating system: yes/no (1). Brief description: .....

1.11.3. Temperatures permitted by the manufacturer

1.11.3.1. Liquid cooling: maximum temperature at engine outlet: .....

1.11.3.2. Air cooling: reference point: .....

maximum temperature at reference point: .....

1.11.3.3. Maximum outlet temperature of the inlet intercooler: .....

1.11.3.4. Maximum exhaust temperature at the point indicated in

5.1.3.12 above: .....

1.11.3.5. Fuel temperature: min.: .....

max.: .....

1.11.3.6. Lubricant temperature: min.: .....

max.: .....

1.12. Supercharger: yes/no (1). Description of the system: .....

.....

1.13. Intake system

Intake manifold: ..... Description: .....

.....

Air filter: ..... Make: ..... Type: .....

Intake silencer: ..... Make: ..... Type: .....

2. **Additional anti-pollution devices** (if any, and if not covered by another heading)

Description and diagrams: .....

3. **Air intake and fuel feed**

3.1. Description and diagrams of inlet pipes and their accessories (dash-pot, heating device, additional air intakes, etc.):

.....

3.2. Fuel feed

3.2.1. by carburettor(s) (1): ..... Number: .....

3.2.1.1. Make: .....

3.2.1.2. Type: .....

3.2.1.3. Adjustments

(1) Delete where inapplicable.

3.2.1.3.1. Jets: .....
3.2.1.3.2. Venturis: .....
3.2.1.3.3. Float-chamber level: .....
3.2.1.3.4. Weight of float: .....
3.2.1.3.5. Float needle: .....
} or { Curve of fuel delivery plotted against air flow, and settings required to keep to the curve (1)

3.2.1.4. Manual/automatic choke (1), ... Closure setting (2): .....

.....

3.2.1.5. Feed pump

Pressure (2): ..... or characteristic diagram (2): .....

3.2.2. Injection system

3.2.2.1. Make(s): .....

3.2.2.2. Type(s): .....

3.2.2.3. Description (general): .....

3.2.2.4. Calibration: ..... bar (1) (2)
or characteristic diagram (1) (2): .....

4. **Valve timing or equivalent data**

4.1. Maximum valve lift, opening and closing angles, or details of alternative distribution systems, in relation to top dead centre: .....

.....

4.2. Reference and/or setting ranges (1)

5. **Ignition**

5.1. Ignition system type

5.1.1. Make: .....

5.1.2. Type: .....

5.1.3. Ignition advance curve (2): .....

5.1.4. Ignition timing (2): .....

5.1.5. Contact-point gap (1) (2) and dwell-angle (1): .....

6. **Exhaust system**

Description and diagrams: .....

7. **Lubrication system**

7.1. Description of system

7.1.1. Position of lubricant reservoir: .....

(1) Delete where inapplicable.
(2) Specify the tolerance.

7.1.2. Feed system (by pump, injection into intake, mixing with fuel, etc.): .....

7.2. Lubricating pump (1)

7.2.1. Make: .....

7.2.2. Type: .....

7.3. Mixture with fuel (1)

7.3.1. Percentage: .....

7.4. Oil cooler: yes/no (1)

7.4.1. Drawing(s) or make(s) and type(s): .....

8. **Electrical equipment**

Generator/alternator (1):
characteristics or make(s) and type(s): .....

.....

9. **Other auxiliary equipment driven by the engine**

(List and brief description if necessary): .....

.....

10. **Additional information on test conditions**

10.1. Spark plugs

10.1.1. Make: .....

10.1.2. Type: .....

10.1.3. Spark-gap setting: .....

10.2. Ignition coil

10.2.1. Make: .....

10.2.2. Type: .....

10.3. Ignition condenser

10.3.1. Make: .....

10.3.2. Type: .....

10.4. Radio interference suppression equipment

10.4.1. Make: .....

10.4.2. Type: .....

(1) Delete where inapplicable.

ANNEX II

Name of administration

MODEL

ANNEX TO THE EEC TYPE-APPROVAL CERTIFICATE FOR A VEHICLE TYPE IN RESPECT OF THE ENGINE POWER

(Article 4 (2) and Article 10 of Council Directive 70/156/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the type-approval of motor vehicles and their trailers)

STATEMENT OF THE RESULTS OF TESTS FOR MEASURING NET ENGINE POWER

1. Trade name or mark of the engine: .....

2. Type and identification number of engine: .....

3. Manufacturer's name and address: .....

4. Name and address of manufacturer's representative, if any:

.....

5. **Test conditions**

5.1. Pressures measured at maximum power

5.1.1. barometric: ..... mbar

5.1.2. exhaust: ..... mbar

5.1.3. Inlet depression: mbar at engine intake system

5.2. Temperatures measured at maximum power of the engine:

5.2.1. of the intake air: ..... °C

5.2.2. at the outlet of the inlet intercooler: .... °C(1)

5.2.3. of the cooling liquid

5.2.3.1. at the engine cooling liquid outlet: ..... °C(1)

5.2.3.2. at the reference point in the case of air cooling: ..... °C (1)

5.2.4. of the oil: °C (indicate point of measurement)

5.2.5. of the fuel

5.2.5.1. at the carburettor/injection pump intake(1): ..... °C

5.2.5.2. in the fuel-consumption measuring device: ..... °C

5.2.6. of the exhaust measured at the point adjacent to the outlet flange(s) of the exhaust manifold(s): ..... °C

5.3. Engine speed when idling: ..... r/min

5.4. Characteristics of the dynamometer

(1) Delete where inapplicable.

5.4.1. Make: .....

5.4.2. Type: .....

5.5. Characteristics of the opacimeter

5.5.1. Make: .....

5.5.2. Type: .....

5.6. Fuel

5.6.1. For positive ignition engines operating on liquid fuel:

5.6.1.1. Make: .....

5.6.1.2. Specification: .....

5.6.1.3. Anti-knock additive (lead, etc.)

5.6.1.3.1. Type: .....

5.6.1.3.2. Content mg/litre: .....

5.6.1.4. Octane number

5.6.1.4.1. RON No: .....

5.6.1.4.2. MON No: .....

5.6.1.5. Relative density: ..... at 15 °C ..... at 4 °C .....

5.6.1.6. Calorific value: ..... kJ/kg

5.6.2. For positive ignition engines operating on gaseous fuel

5.6.2.1. Make: .....

5.6.2.2. Specification: .....

5.6.2.3. Storage pressure: .....

5.6.2.4. Utilization pressure: .....

5.6.3. For diesel engines operating on gaseous fuels

5.6.3.1. Feed system: gas: .....

5.6.3.2. Specification of gas used: .....

5.6.3.3. Fuel oil/gas proportion: .....

5.6.4. For diesel engines operating on liquid fuel

5.6.4.1. Make: .....

5.6.4.2. Specification of fuel used: .....

5.6.4.3. Cetane number: .....

5.6.4.4. Relative density: ..... at 15 °C ..... at 4 °C .....

5.7. Lubricant

5.7.1. Make: .....

5.7.2. Specification: .....

5.7.3. SAE viscosity: .....

6. **Detailed results of measurements**

6.1. Engine performance

Engine speed (r/min)						
Engine test results	Specific fuel consumption g/kWh kJ/kWh (1)					
	Torque Nm					
	Power kW					
Correction factor						
Corrected brake power kW						
Corrected fuel consumption (2)						
Corrected torque Nm						
Power to be added for auxiliary equipment fitted on engine in excess of Table 1 (see Appendix 1, section 8, and Appendix 2, section 9). Power to be subtracted when fan not fitted (see Table 1, note 5)	No 1					
	No 2					
	No 3					
Net power kW						
Net torque Nm						

(1) Delete where inapplicable.
(2) Applicable to diesel engines only.

6.2. Exhaust smoke index (to be completed for diesel engines only):

Engine speed (r/min)	Nominal flow G (litres/second)	Limit absorption values (m^{-1})	Measured absorption values (m^{-1})
1	.....	.....	.....
2	.....	.....	.....
3	.....	.....	.....
4	.....	.....	.....
5	.....	.....	.....
6	.....	.....	.....

6.3. Maximum net power: ..... kW at ..... r/min (1)

6.4. Maximum net torque: ..... Nm at ..... r/min (1)

(1) The maximum net power, the maximum net torque and the corresponding engine speeds are determined, where applicable, by the horizontal tangent to the curve of the net power/torque as a function of engine speed.

7. Date engine submitted for testing: .....

8. Technical service conducting the tests: .....

9. Date of test report issued by that service: .....

10. Number of test report issued by that service: .....

11. Place: .....

12. Date: .....

13. Signature: .....

14. The following documents are annexed to this statement:

One copy of Appendix 1/2 (1) duly completed, with the drawings and documents required under the different headings.

(1) Delete where inapplicable.

COUNCIL DECISION

of 22 December 1980

concerning a supplementary programme to combat poverty

(80/1270/EEC)

THE COUNCIL OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Economic Community, and in particular Article 235 thereof,

Having regard to the proposal from the Commission,

Having regard to the opinion of the European Parliament (1),

Having regard to the opinion of the Economic and Social Committee (2),

Whereas in its Decision 75/458/EEC of 22 July 1975 concerning a programme of pilot schemes and studies to combat poverty (3), as amended by Decision 77/779/EEC (4), the Council empowered the Commission to promote or provide financial assistance for pilot schemes which test and develop new methods of helping persons beset by or threatened with poverty in the Community, and to promote, carry out or provide financial assistance for pilot studies to improve understanding of the nature, causes, scope and mechanics of poverty in the Community, within the limits of the relevant appropriations entered in the budgets of the Communities for 1975, 1976, 1977, 1978 and 1979;

Whereas the Commission has established a programme consisting of:

— 29 pilot schemes and studies,

— the preparation of an evaluation report for the programme,

— the preparation of eight national reports on poverty and measures taken to combat it in the Member States;

Whereas, in accordance with Article 6 of Decision 75/458/EEC the Commission has submitted to the Council and the European Parliament a second report on progress of the activities in this field;

Whereas, in accordance with the said provision the Commission will submit, upon completion of the programme and not later than 30 June 1981, a final report including an evaluation of the results obtained; whereas without prejudice to this report, the Commission has already submitted an interim report evaluating the programme on the basis of the partial data available;

Whereas it is desirable, in view both of existing budgetary balances and the appropriations provided for 1981, to permit, up to the amount of the remaining payment appropriations, the continuation for one year of an action designed to broaden and supplement, through the organization of studies and seminars, information such as will enable certain important aspects of the programme to be evaluated,

HAS DECIDED AS FOLLOWS:

Article 1

Within the limits of the appropriations remaining available under Article 306 of the budget of the European Communities for 1980, the Commission may, until 30 November 1981, in order to broaden and supplement the evaluation of the programme to combat poverty, laid down under Article 6 of Decision 75/458/EEC, for no later than 30 June 1981, promote, complete, finance or carry out studies and seminars intended to fill gaps in various important aspects as regards combating poverty as defined in Article 1 of the said Decision. The commitment appropriations entered in the 1981 budget may be used up to the amount of the remaining payment appropriations.

(1) OJ No C 147, 16. 6. 1980, p. 65.
(2) OJ No C 113, 7. 5. 1980, p. 32.
(3) OJ No L 199, 30. 7. 1975, p. 34.
(4) OJ No L 322, 17. 12. 1977, p. 28.

Article 2

As regards the conditions for granting Community financial assistance and for the conduct of operations, Articles 2, 3, 4 and 5 of Decision 75/458/EEC shall apply for the purposes of this Decision.

Article 3

This Decision shall enter into force on the fifth day following its publication in the *Official Journal of the European Communities*.

It shall take effect as from 1 December 1980.

Done at Brussels, 22 December 1980.

For the Council

The President

J. SANTER

COUNCIL DIRECTIVE

of 22 December 1980

providing for the adaptation, consequent upon the accession of the Hellenic Republic to the European Communities, of Council Directive 73/173/EEC on the approximation of Member States' laws, regulations and administrative provisions relating to the classification, packaging and labelling of dangerous preparations (solvents)

(80/1271/EEC)

THE COUNCIL OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Economic Community,

Having regard to the 1979 Act of Accession, and in particular Articles 22 and 146 thereof,

Whereas the Annex to Council Directive 73/173/EEC of 4 June 1973 on the approximation of Member States' laws, regulations and administrative provisions relating to the classification, packaging and labelling of dangerous preparations (solvents) (1), as amended by Directive 80/781/EEC (2), should be supplemented by the addition of the Greek versions of the designations of the dangerous substances concerned (solvents),

HAS ADOPTED THIS DIRECTIVE:

Article 1

The Greek designations in the Annex to this Directive shall be added to the Annex to Directive 73/173/EEC.

Article 2

Member States shall adopt and publish before 1 January 1981 the provisions necessary to comply with this Directive. They shall forthwith inform the Commission thereof.

They shall apply such provisions with effect from 1 January 1981.

Article 3

This Directive is addressed to the Member States.

Done at Brussels, 22 December 1980.

For the Council

The President

J. SANTER

(1) OJ No L 189, 11. 7. 1973, p. 7.

(2) OJ No L 229, 30. 8. 1980, p. 57.

ANNEX

Classification of dangerous substances (solvents)

CLASS I/A

Toxic substances

(Symbol: 'skull and crossbones')

Substance

6,3	Διθειάνθρακας
601,18	Βενζόλιο
602,4	Τετραχλωράνθρακας (Τετραχλωρομεθάνιο)
602,9	1,1,2,2 - Τετραχλωροαιθάνιο
602,10	Πενταχλωροαιθάνιο
609,1	Νιτροβενζόλιο
612,5	'Ανιλίνη

CLASS I/B

Toxic substance

(Symbol: 'skull and crossbones')

Substance

602,8.1	1,1,2 - Τριχλωροαιθάνιο
603,13.1	2,2 - Διχλωροαιθυλαιθέρας
604,1	Φαινόλη
604,3	Κρεζόλες
606,2.8	'Ισοφορόνη

CLASS I/C

Toxic substance

(Symbol: 'skull and crossbones')

Substance

602,10.2	1 - Βρωμοπροπάνιο (1 - Προπυλοβρωμίδιο)
603,1	Μεθανόλη (Μεθυλική άλκοόλη)
603,5.1	Φουρφουρόλη
606,2.5	Μεσιτυλοξείδιο
608,1	'Ακετονιτρίλιο
613,2	Πυριδίνη

CLASS II/A

Harmful substances

(Symbol: 'St Andrew's Cross')

Substance

602,3	Χλωροφόρμιο (Τριχλωρομεθάνιο)
602,20.2	1,2 - Διχλωροβενζόλιο
609,0.1	1 - Νιτροπροπάνιο
609,0.2	2 - Νιτροπροπάνιο
602,7.1	1,2 - Διχλωροαιθάνιο
602,20.1	Χλωροβενζόλιο

CLASS II/B

Harmful substances

(Symbol: 'St Andrew's Cross')

Substance

601,23	Τετραϋδροναφθαλίνιο (Τετραλίνη)
602,2.1	Διβρωμομεθάνιο
602,7	1,1 - Διχλωροαιθάνιο
602,11	Διχλωροπροπάνια
602,15	Διχλωροαιθυλένια
602,16	Τριχλωροαιθυλένιο
602,17	Τετραχλωροαιθυλένιο ('Υπερχλωροαιθυλένιο)
607,9.2	N,N - Διμεθυλοφορμαμίδιο
603,11	1,4 - Διοξάνιο
603,4.6	2 - Μεθοξυαιθανόλη (Μονομεθυλαιθέρας τῆς αἰθυλενογλυκόλης, Μεθυλογλυκόλη)
603,4.8	2 - 'Ισοπροποξυαιθανόλη (Μονοϊσοπροπυλαιθέρας τῆς αἰθυλενογλυκόλης, 'Ισοπροπυλογλυκόλη)
603,4.9	2 - Βουτοξυαιθανόλη (Μονοβουτυλαιθέρας τῆς αἰθυλενογλυκόλης, Βουτυλογλυκόλη)
607,16.7	'Οξικός 2 - Μεθοξυαιθυλεστέρας ('Οξικός ἐστέρας τῆς μεθυλογλυκόλης)

CLASS II/C

Harmful substances

(Symbol: 'St Andrew's Cross')

Substance

601,19	Τολουόλιο
601,20	Ξυλόλια
601,21	Στυρόλιο καί α - Μεθυλοστυρόλιο
601,22	Βινυλοτολουόλιο
601,20.3	Μεσιτυλένιο
601,20.1	Αἰθυλοβενζόλιο
601,20.2	Προπυλοβενζόλιο
602,8	1,1,1 - Τριχλωροαιθάνιο
602,10.1	Χλωροπροπάνια (Προπυλοχλωρίδια)
602,12.1	Χλωροπεντάνια ('Αμυλοχλωρίδια)
603,4.7	2 - Αἰθοξυαιθανόλη (Μονοαιθυλαιθέρας τῆς αἰθυλενογλυκόλης)
607,9.1	'Ανθρακικός διμεθυλεστέρας
607,16.6	Μεθακρυλικός μεθυλεστέρας
620,9	Τερεβινθέλαιο

CLASS II/D

Harmful substances

(Symbol: 'St Andrew's Cross')

Substances

602,2.2	Διχλωρομεθάνιο
603,4	Βουτανόλες (Βουτυλικές ἀλκοόλες)
603,12.1	Αἰθυλενογλυκόλη (Γλυκόλη)
603,4.2	'Αμυλικές ἀλκοόλες (Μείγματα ἰσομερῶν)
603,4.3	Μεθυλαμυλική ἀλκοόλη
603,4.4	Κυκλοεξανόλη
603,4.5	2 - Μεθυλοκυκλοεξανόνη
606,2.6	Κυκλοεξανόνη
606,2.7	2 - Μεθυλοκυκλοεξανόνη
607,16.8	'Οξικός 2 - Αἰθοξυαιθυλεστέρας ('Οξικός ἐστέρας τῆς αἰθυλογλυκόλης)
607,16.9	'Οξεικός 2 - Βουτοξυαιθυλεστέρας ('Οξικός ἐστέρας τῆς βουτυλογλυκόλης)
603,12	Τετραϋδροφουράνιο

COUNCIL DIRECTIVE

of 22 December 1980

on the adaptation, consequent on the accession of Greece, of Directive 80/780/EEC on the approximation of the laws of the Member States relating to rear-view mirrors for two-wheeled motor vehicles with or without a side-car and to their fitting on such vehicles

(80/1272/EEC)

THE COUNCIL OF THE EUROPEAN COMMUNITIES,

Having regard to the 1979 Act of Accession, and in particular Article 146 thereof,

Having regard to the proposal from the Commission,

Whereas, as a result of the accession of Greece, Article 8 of Directive 80/780/EEC (1) should be adapted,

HAS ADOPTED THIS DIRECTIVE:

Article 1

In Article 8 of Directive 80/780/EEC the following indent is hereby inserted between the third and fourth indents:

'- Έγκριση τύπου, in Greek law'.

Article 2

The Member States shall adopt and publish before 1 January 1981 the provisions necessary in order to comply with this Directive and shall forthwith inform the Commission thereof.

Article 3

This Directive is adressed to the Member States.

Done at Brussels, 22 December 1980.

For the Council

The President

J. SANTER

(1) OJ No L 229, 30. 8. 1980, p. 49

COUNCIL DIRECTIVE

of 22 December 1980

amending, consequent on the accession of Greece, Directive 80/154/EEC concerning the mutual recognition of diplomas, certificates and other evidence of formal qualifications in midwifery and including measures to facilitate the effective exercise of the right of establishment and freedom to provide services

(80/1273/EEC)

THE COUNCIL OF THE EUROPEAN COMMUNITIES,

Having regard to the 1979 Act of Accession, and in particular Article 146 thereof,

Whereas Council Directive 80/154/EEC of 21 January 1980 concerning the mutual recognition of diplomas, certificates and other evidence of formal qualifications in midwifery and including measures to facilitate the effective exercise of the right of establishment and freedom to provide services (1) was adopted after signature of the Act of Accession;

Whereas, in view of Greece's accession, certain amendments to the Directive are required to ensure that it is applied similarly by Greece and the other Member States,

HAS ADOPTED THIS DIRECTIVE:

Article 1

Directive 80/154/EEC is hereby amended as follows:

1. The following shall be added to Article 1:

   'in Greece:
   ,Μαία''.

2. The following point shall be added to Article 3:

   'j. in Greece:

   — the πτυχίο μαίας authenticated by the Ministry of Social Services,

   — the πτυχίο 'Ανωτέρας Σχολῆς Στελεχῶν 'Υγείας καί Κοινωνικῆς Προνοίας, Τμήματος Μαιῶν ' issued by the KATEE.'

Article 2

The Member States shall adopt the measures to comply with this Directive within the time limit laid down in Article 20 (1) of Directive 80/154/EEC.

They shall forthwith inform the Commission thereof.

Article 3

This Directive is addressed to the Member States.

Done at Brussels, 22 December 1980.

For the Council

The President

J. SANTER

(1) OJ No L 33, 11. 2. 1980, p. 1.

COUNCIL DIRECTIVE

of 22 December 1980

amending, consequent on the accession of Greece, Directive 64/432/EEC on animal health problems affecting intra-Community trade in bovine animals and swine and Directive 80/217/EEC introducing Community measures for the control of classical swine fever

(80/1274/EEC)

THE COUNCIL OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Economic Community,

Having regard to the 1979 Act of Accession, and in particular Article 146 thereof,

Having regard to the proposal of the Commission,

Whereas, pursuant to Article 22 of the 1979 Act of Accession, the adaptations to the acts listed in Annex II to be drawn up in conformity with the guidelines set out in that Annex; whereas Directive 64/432/EEC (1), as last amended by Directive 80/219/EEC (2), should be adapted accordingly;

Whereas, moreover, Directive 80/217/EEC (3), which was adopted after signature of the Treaty of Accession and is valid beyond 1 January 1981, must be adapted to ensure compliance with the provisions of the Act of Accession,

HAS ADOPTED THIS DIRECTIVE:

Article 1

Directive 64/432/EEC is hereby amended as follows:

1. At Annex B, point 12, the following letter shall be added:

'(j) Greece:
Κτηνιατρικόν Ἰνστιτοῦτον Λοιμωδῶν καί Παρασιτικῶν Νοσημάτων
Ἱερά ὁδός 75
Ἀθῆναι 301.'

2. At Annex C, point 9, the following letter shall be added:

'(j) Greece:
Κτηνιατρικόν Ἰνστιτοῦτον Λοιμωδῶν καί Παρασιτικῶν Νοσημάτων
Ἱερά ὁδός 75,
Ἀθῆναι 301.'

3. In Annex F, footnote 4 of model certificate I and footnote 5 of model certificates II, III, and IV shall be completed by the following:

'In Greece:
Ὁ Προϊστάμενος τῆς Κτηνιατρικῆς Ὑπηρεσίας τοῦ σημείου ἐξόδου.'

Article 2

The following shall be added to the list of national laboratories for swine fever in Annex II of Directive 80/217/EEC:

'Greece:
Κτηνιατρικόν Ἰνστιτοῦτον Λοιμωδῶν καί Παρασιτικῶν Νοσημάτων (Ἐργαστήριον ἰολογίας)
Νεαπόλεως 9
Ἁγία Παρασκευή
Ἀττικῆς.'

Article 3

The Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive, in respect of Article 1, no later than 1 January 1981, and in respect of Article 2, no later than 1 July 1981. They shall inform the Commission immediately.

Article 4

This Directive is addressed to the Member States.

Done at Brussels, 22 December 1980.

For the Council

The President

J. SANTER

(1) OJ No 121, 29. 7. 1964, p. 1977/64.
(2) OJ No L 47, 21. 2. 1980, p. 25.
(3) OJ No L 47, 21. 2. 1980, p. 11.

COUNCIL DIRECTIVE

of 22 December 1980

amending Directive 72/464/EEC on taxes other than turnover taxes which affect the consumption of manufactured tobacco

(80/1275/EEC)

THE COUNCIL OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Economic Community, and in particular Articles 99 and 100 thereof,

Having regard to the proposal from the Commission (1),

Having regard to the opinion of the European Parliament (2),

Having regard to the opinion of the Economic and Social Committee (3),

Whereas, under Council Directive 72/464/EEC (4), as last amended by Directive 77/805/EEC (5), the transition from one stage of harmonization to the next shall be decided on by the Council on a proposal from the Commission;

Whereas the second stage of harmonization, introduced by Directive 77/805/EEC expires on 31 December 1980;

Whereas the special criteria applicable during the third stage, which should begin on 1 January 1981, are dealt with in a proposal for a Directive submitted by the Commission (6);

Whereas the Council will not be in a position to decide on that proposal before 31 December 1980;

Whereas, in these circumstances, it is necessary that the second stage be extended by six months;

Whereas the derogation granted to the United Kingdom under Article 10c of Council Directive 72/464/EEC should also be extended by six months,

HAS ADOPTED THIS DIRECTIVE:

Article 1

1. In Article 10a (1) of Directive 72/464/EEC, '31 December 1980' is hereby replaced by '30 June 1981'.

2. In the first subparagraph of Article 10c of Directive 72/464/EEC '30 months' is hereby replaced by '36 months'.

Article 2

This Directive is addressed to the Member States.

Done at Brussels, 22 December 1980.

For the Council

The President

J. SANTER

(1) OJ No C 311, 29. 11. 1980, p. 5.
(2) OJ No C 346, 31. 12. 1980, p. 126.
(3) Opinion delivered on 10 December 1980 (not yet published in the Official Journal).
(4) OJ No L 303, 31. 12. 1972, p. 1.
(5) OJ No L 338, 20. 12. 1977, p. 22.
(6) OJ No C 264, 11. 10. 1980, p. 6.

COUNCIL DIRECTIVE

of 22 December 1980

amending, by virtue of the accession of Greece, Directives 76/893/EEC, 79/693/EEC and 80/777/EEC with regard to the majority quorum of votes within the Standing Committee of Foodstuffs procedure

(80/1276/EEC)

THE COUNCIL OF THE EUROPEAN COMMUNITIES,

Having regard to the 1979 Act of Accession, and in particular Article 146 thereof,

Having regard to the proposal from the Commission,

Whereas, by virtue of the accession of Greece, it is necessary to change the number of votes constituting a majority quorum of votes within the procedure for the Standing Committee on Foodstuffs, as laid down in Directives 76/893/EEC (1), 79/693/EEC (2) and 80/777/EEC (3),

HAS ADOPTED THIS DIRECTIVE:

Article 1

With effect from 1 January 1981, '41 votes' shall be replaced by '45 votes' in:

— Article 10 (2) of Directive 76/893/EEC,

— Article 13 (2) of Directive 79/693/EEC and

— Article 12 (2) of Directive 80/777/EEC.

Article 2

This Directive is addressed to the Member States.

Done at Brussels, 22 December 1980.

For the Council

The President

J. SANTER

(1) OJ No L 340, 9. 12. 1976, p. 19.
(2) OJ No L 205, 13. 8. 1979, p. 5.
(3) OJ No L 229, 30. 8. 1980, p. 1.

COUNCIL DECISION

of 22 December 1980

appointing an additional member to the Court of Auditors

(80/1277/EEC, Euratom, ECSC)

THE COUNCIL OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Coal and Steel Community, and in particular Article 78e thereof,

Having regard to the Treaty establishing the European Economic Community, and in particular Article 206 thereof,

Having regard to the Treaty establishing the European Atomic Energy Community, and in particular Article 180 thereof,

Having regard to the Treaty establishing a Single Council and a Single Commission of the European Communities, and in particular Article 22 thereof,

Having regard to the Treaty concerning the accession of the Hellenic Republic to the European Economic Community and to the European Atomic Energy Community, signed on 28 May 1979, and to the Council Decision of 24 May 1979 on the accession of the Hellenic Republic to the European Coal and Steel Community, and in particular Articles 18 and 137 of the Act attached thereto,

Having regard to the opinion of the European Parliament (1),

HAS DECIDED AS FOLLOWS:

Sole Article

Mr Georges Vitalis is hereby appointed a member of the Court of Auditors for the period 1 January 1981 to 17 October 1983.

Done at Brussels, 22 December 1980.

For the Council

The President

J. SANTER

(1) OJ No C 346, 31. 12. 1980, p. 96.