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## Information and Notices

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## I

*(Information)***COUNCIL AND COMMISSION****Mission of third countries**

(85/C 223/01)

The President of the Council and the President of the Commission of the European Communities received His Excellency Ambassador J. William Middendorf II, who presented to them his letters of credence in his capacity as Head of the Mission of the United States of America to the European Communities (EEC, ECSC, EAEC) with effect from 1 August 1985.

On this occasion the newly-appointed Head of Mission also presented his predecessor's letters of recall.

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## COMMISSION

ECU <sup>(1)</sup>

2 September 1985

(85/C 223/02)

Currency amount for one unit:

|                                   |          |                      |          |
|-----------------------------------|----------|----------------------|----------|
| Belgian and Luxembourg franc con. | 45,1609  | United States dollar | 0,788561 |
| Belgian and Luxembourg franc fin. | 45,5906  | Swiss franc          | 1,83261  |
| German mark                       | 2,23100  | Spanish peseta       | 130,822  |
| Dutch guilder                     | 2,50959  | Swedish krona        | 6,60301  |
| Pound sterling                    | 0,569152 | Norwegian krone      | 6,55176  |
| Danish krone                      | 8,09024  | Canadian dollar      | 1,08033  |
| French franc                      | 6,81316  | Portuguese escudo    | 133,267  |
| Italian lira                      | 1491,56  | Austrian schilling   | 15,6687  |
| Irish pound                       | 0,716548 | Finnish markka       | 4,72111  |
| Greek drachma                     | 106,117  | Japanese yen         | 188,032  |
|                                   |          | Australian dollar    | 1,13299  |
|                                   |          | New Zealand dollar   | 1,45625  |

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

Users of the service should do as follows:

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

*Note:* The Commission also has an automatic telex answering service (No 21791) providing daily data on calculation of monetary compensatory amounts for the purposes of the common agricultural policy.

<sup>(1)</sup> Council Regulation (EEC) No 3180/78 of 18 December 1978 (OJ No L 379, 30. 12. 1978, p. 1), as amended by Regulation (EEC) No 2626/84 (OJ No L 247, 16. 9. 1984, p. 1).  
Council Decision 80/1184/EEC of 18 December 1980 (Convention of Lomé) (OJ No L 349, 23. 12. 1980, p. 34).

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

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

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

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

**Commission communication pursuant to Article 115 of the EEC Treaty**

(85/C 223/03)

By Decision dated 29 August 1985 the Commission has authorized Ireland not to apply Community treatment to track suits, falling within subheading, ex 60.05 A II of the Common Customs Tariff (category 73), originating in Taiwan and in free circulation in the other Member States.

The said Decision is applicable from 28 August to 31 December 1985.

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## II

*(Preparatory Acts)*

## COMMISSION

**Amendment to the draft for a Council recommendation concerning the adoption of a European emergency health card <sup>(1)</sup>**

*COM(85) 439 final*

*(Submitted by the Commission to the Council pursuant to the second paragraph of Article 149 of the EEC Treaty on 1 August 1985)*

*(85/C 223/04)*

ORIGINAL PROPOSAL

AMENDED PROPOSAL

THE COUNCIL OF THE EUROPEAN COMMUNITIES,

THE COUNCIL OF THE EUROPEAN COMMUNITIES,

Preamble and recitals unchanged

HEREBY RECOMMENDS THAT MEMBER STATES:

make it possible by any appropriate legislative means, for any person resident in their territories, and in particular those suffering from a serious or chronic illness which could require urgent treatment during travel, to carry an emergency health card with the following characteristics:

HEREBY RECOMMENDS THAT MEMBER STATES:

make it possible by any appropriate legislative means, for any person resident in their territories, and in particular those suffering from a serious or chronic illness which could require urgent treatment during travel, **or for any person who so wishes**, to carry an emergency health card with the following characteristics:

Paragraph 1 unchanged

2. *The European emergency health card should be modelled on the specimen annexed hereto and should be multilingual (i.e. drawn up in the official language of the holder's country of residence and in three other official Community languages, preferably English, German and French); it should, where this applies, specify the hospital which has a medical file on the holder, and the number of that file.*

2. **The European emergency health card which should be multilingual, should not contain any reference to a hospital medical file number.**

Remainder of proposal unchanged

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<sup>(1)</sup> OJ No C 21, 28. 1. 1984, p. 7.

**Amended proposal for a Council Regulation (EEC) amending Regulation (EEC) No 543/69 on the harmonization of certain social legislation relating to road transport and Regulation (EEC) No 1463/70 on the introduction of recording equipment in road transport <sup>(1)</sup>**

*COM(85) 458 final*

*(Submitted by the Commission to the Council pursuant to the second paragraph of Article 149 on the EEC Treaty on 13 August 1985)*

(85/C 223/05)

**Regulation (EEC) No 543/69**

*Article 1 (5)*

*driving* means time which is spent behind the wheel of a vehicle.

*Article 4 (10)*

Vehicles used to transport goods for private purposes, including the use of hired vehicles without a driver.

*Article 7*

On any day when a crew member is driving, no period of continuous work shall exceed 4½ hours, excluding waiting time.

*Article 1 (5)*

*driving* means time which is spent at the wheel of a vehicle.

*Article 4 (10)*

Vehicles used for the **non-commercial carriage of private effects for personal use.**

*Article 7*

1. There shall be no more than 4½ hours of **driving, loading, unloading and other activities** carried out in connection with the operation of the vehicle, before a break of at least one hour is taken.
2. This break may be replaced by three periods of 20 minutes or, in the case of regular passenger services, four periods of 15 minutes, spaced out over/or partly within and partly immediately following the period referred to in paragraph 1 in such a way that the provision therein on the minimum break is complied with.
3. During his break a crew member shall not carry out other work. For the purposes of this article, waiting time and non-driving time spent in a moving vehicle, a ferry or train shall not count as other work.
4. Minimum breaks taken in accordance with this article shall not be considered as daily rest except after the last period of driving when a period of rest in accordance with Article 9 (1) may begin immediately.

*New Article 11 a*

1. The weekly rest period may begin in one week and continue into the next week, provided that a minimum of 24 hours is taken before the end of the first week. In such a case all the weekly rest shall be regarded as having taken place in the week in which it began.

<sup>(1)</sup> COM(84) 147 final/2.

2. The weekly rest period may, during the period between 1 March and 30 September, be replaced for drivers of passenger vehicles by a rest period of not less than 72 consecutive hours in two consecutive weeks, provided that the remaining hours are compensated outside that period. This paragraph shall not apply to drivers on regular passenger services.

*Article 12 (2)*

In paragraph 2 the words 'five years' shall replace the words 'other year'.

*Article 12 (2)*

Paragraph 2 is deleted.

*Article 13*

Provided that there is no detriment to road safety, the driver may depart from the provisions of this Regulation in case of danger, *in circumstances outside his control*, to render aid, or as a result of a breakdown, and to the extent necessary to ensure the safety of persons, of the vehicle or its load, to enable him to reach a suitable stopping place or the end of his journey. The driver shall indicate on the sheet of his recording equipment the nature of and reason for his departure from those provisions.

*Article 13*

Provided that there is no detriment to road safety, the driver may depart from the provisions of this Regulation, in case of danger, **to render aid** . . . (unchanged).

*Article 14 (1)*

- (c) Vehicles belonging to or hired by agricultural, horticultural or forestry undertakings, when travelling within a 50 kilometre radius of and to or from such undertakings, and vehicles transporting fish within a 50 kilometre radius of the port;
- (e) Vehicles used for carrying animal carcasses or waste when these are not intended for human consumption;
- (f) Vehicles used at markets, as mobile shops, for door-to-door selling, for mobile banking, exchange or saving transactions, worship, the lending of books, records or cassettes, cultural events or mobile exhibitions, and specially fitted for such uses;

*Article 14 (1)*

- (c) Vehicles used **exclusively for work on agricultural, horticultural, forestry or fishery undertakings within a 50 kilometre radius of their base, including municipalities the centre of which is situated within that radius;**
- (e) Vehicles used **exclusively** for carrying animal carcasses or waste when these are not intended for human consumption;
- (f) Vehicles used as **mobile shops** . . . (unchanged).

*Article 15*

1. Crew members shall use recording equipment in accordance with Article 3 of Regulation (EEC) No 1463/70 on the introduction of recording equipment in road transport.

2. The *transport undertaking* shall organize the work of crew members in such a way that they are able to comply with the provisions of the present Regulation and of Regulation (EEC) No 1463/70.

*Article 15*

1. **Deleted**

2. The **undertaking** shall organize . . . (unchanged).

*Article 17 (1)*

The Commission shall produce a *biennial* report on the implementation of this Regulation by Member States, which shall be presented to the Council and the European Parliament within one year of the expiry of the two-year period covered by the report.

*Article 17 (1)*

The Commission shall produce a **biennial** report on the implementation of this Regulation by Member States **and on developments in the fields covered by this Regulation**. **The Commission shall send the report** to the Council and Parliament within one year of the expiry of the two-year period covered by the report.

**Regulation (EEC) No 1463/70***Article 16 (1)*

The employer shall issue sufficient record sheets to crew members, in numerical sequence, bearing in mind the fact that these sheets are personal in character, the length of the period of work and the possible need to replace sheets which are damaged, or have been taken by an authorized inspecting officer. The employer shall issue to crew members only sheets of an approved model suitable for use in the equipment installed in the vehicle.

*Article 16 (1)*

The employer shall issue sufficient record sheets **to each crew member**, in numerical sequence . . . (unchanged).

*Article 17 (2)*

Crew members shall use record sheets in numerical order for every day on which they are driving, starting from the beginning of their period of work. When the crew members are away from the vehicle and therefore unable to operate the equipment fitted to the vehicle themselves, the various periods of time indicated under (a) to (c) below shall, whether manually, by automatic recording or otherwise, be entered on the sheet in a legible manner and without the sheet being dirtied.

*Article 17 (2)*

Crew members shall use **consecutive** record sheets . . . (unchanged).

*Article 17 (3)*

(f) *On finishing work*, the time of beginning the weekly rest period and, on a new sheet when recommencing work, the time that the weekly rest period ended.

*Article 17 (3)*

(f) On finishing work, the time of beginning the weekly rest period and, on a new sheet **with the next number**, when recommencing work, the time that the weekly rest period ended.

*Article 17 (5)*

Crew members must be able to produce on request by any authorized inspecting officer a record sheet of that day and, *where applicable*, of the preceding day of that week giving full details of the period referred to under 2 (a) to (c).

*Article 17 (5)*

Crew members must be able to produce on request by any authorized inspecting officer a record sheet of that day, and, **where applicable**, of the preceding days of that week, **together with the last record sheet from the preceding week**, giving full details of the period referred to under 2 (a) to (c).



*ANNEX I*

## CHAPTER IV

- (e) The *transport undertaking* shall keep a register of the numbers of all the record sheets. The register must contain the names of the crew members who have received sheets, their signatures confirming receipt, and the date of receipt. The register must be kept by the undertaking for two years and must be produced at the request of any authorized inspecting officer.
- (e) The **undertaking** shall keep ... (unchanged).
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