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COUNCIL

COUNCIL DIRECTIVE

of 27 September 1977

on the approximation of the laws of the Member States relating to the field of vision
of motor vehicle drivers

(77/649/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 technical requirements which motor vehicles must satisfy pursuant to national laws relate, *inter alia*, to the field of vision of the driver;

Whereas these requirements differ from one Member State to another; whereas it is therefore necessary that all Member States adopt 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, to be introduced in respect of each type of vehicle ⁽³⁾;

Whereas it is desirable to draft the technical requirements so that they have the same aim as the work being carried out on the subject in the UN Economic Commission for Europe;

Whereas those requirements apply to motor vehicles in category M₁ (the international classification of motor vehicles is given in Annex I to Directive 70/156/EEC);

Whereas the approximation of national laws relating to motor vehicles entails reciprocal recognition by Member States of the checks carried out by each of them on the basis of the common requirements,

HAS ADOPTED THIS DIRECTIVE:

Article 1

For the purposes of this Directive, 'vehicle' means any motor vehicle in category M₁ (defined in Annex I to Directive 70/156/EEC) intended for use on the road, having at least four wheels and a maximum design speed exceeding 25 km/h.

Article 2

No Member State may refuse to grant EEC type-approval or national type-approval of a vehicle on grounds relating to the driver's field of vision if it satisfies the requirements set out in Annexes I, III and IV.

⁽¹⁾ OJ No C 125, 8. 6. 1976, p. 49.

⁽²⁾ OJ No C 197, 23. 8. 1976, p. 10.

⁽³⁾ OJ No L 42, 23. 2. 1970, p. 1.

Article 3

No Member State may refuse or prohibit the sale, registration, entry into service or use of any vehicle on grounds relating to the driver's field of vision if it satisfies the requirements set out in Annexes I, III and IV.

Article 4

The Member State which has granted type-approval shall take the measures required to ensure that it is informed of any modification of a part or characteristic referred to in section 2.2 of Annex I. The competent authorities of that State shall determine whether it is necessary to carry out further tests on the modified vehicle type and to prepare a new report. If these tests show that the requirements of this Directive have not been complied with, the modification shall not be authorized.

Article 5

Any amendments necessary to adapt the requirements of Annexes I, III, IV and V to technical progress shall be adopted in accordance with the procedure laid down in Article 13 of Directive 70/156/EEC.

However, this procedure shall not apply to amendments introducing provisions relating to a field of vision other than 180° forward field of vision.

Article 6

1. Member States shall bring into force the provisions necessary in order 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 7

This Directive is addressed to the Member States.

Done at Brussels, 27 September 1977.

For the Council

The President

A. HUMBLET

List of Annexes

Annex I: Scope, definitions, application for EEC type-approval, EEC type-approval, specifications, test procedure ⁽¹⁾.

(Annex II)

Annex III: Procedure for determining the 'H' point and the actual seat-back angle and for verifying the relative positions of the R and H points and the relationship between the design seat-back angle and the actual seat-back angle ⁽¹⁾.

Annex IV: Method for determining the dimensional relationships between the vehicle's primary reference marks and the three-dimensional reference grid ⁽¹⁾.

Annex V: Annex to the EEC vehicle type-approval certificate with regard to the driver's field of vision.

⁽¹⁾ The technical requirements of this Annex are similar to those of the relevant UN Economic Commission for Europe draft Regulation; in particular the breakdown into sections is the same. Where a section of the draft Regulation has no counterpart in the Annexes to this Directive, the number is given in brackets for the record.

ANNEX I

SCOPE, DEFINITIONS, APPLICATION FOR EEC TYPE-APPROVAL, EEC TYPE-APPROVAL, SPECIFICATIONS, TEST PROCEDURE

1. SCOPE

- 1.1. This Directive applies to the 180° forward field of vision of the drivers of vehicles in category M₁.
- 1.1.1. Its purpose is to ensure an adequate field of vision when the windscreen and other glazed surfaces are dry and clean.
- 1.2. The requirements of this Directive are so worded as to apply to category M₁ vehicles in which the driver is on the left. In category M₁ vehicles in which the driver is on the right these requirements shall be applied by inverting the criteria where appropriate.

2. DEFINITIONS

(2.1.)

2.2. Vehicle type with regard to the field of vision

'Vehicle type with regard to the field of vision' means vehicles which do not differ in such essential respects as:

- 2.2.1. the external and internal forms and arrangements within the area specified in section 1 which may affect visibility; and
- 2.2.2. the shape and dimensions of the windscreen and its mounting.

2.3. Three-dimensional reference grid

'Three-dimensional reference grid' means a reference system which consists of a vertical longitudinal plane X-Z, a horizontal plane X-Y and a vertical transverse plane Y-Z (see Annex IV, Appendix, figure 5); the grid is used to determine the dimensional relationships between the position of design points on drawings and their position on the actual vehicle. The procedure for situating the vehicle relative to the grid is specified in Annex IV; all coordinates referred to ground zero shall be based on a vehicle in running order (as defined in section 2.6 of Annex I to Directive 70/156/EEC) plus one front-seat passenger, the mass of the passenger being 75 kg $\pm$ 1 %.

- 2.3.1. Vehicles fitted with suspension enabling their ground clearance to be adjusted shall be tested under the normal conditions of use specified by the vehicle manufacturer.

2.4. Primary reference marks

'Primary reference marks' means holes, surfaces, marks and identification signs on the vehicle body. The type of reference mark used and the position of each mark relative to the X, Y and Z coordinates of the three-dimensional reference grid and to a design ground plane shall be specified by the vehicle manufacturer. These marks may be the control points used for body-assembly purposes;

2.5. Seat-back angle

(See Annex III, section 1.3)

2.6. Actual seat-back angle

(See Annex III, section 1.4)

2.7. Design seat-back angle

(See Annex III, section 1.5)

2.8. V points

'V points' means points whose position in the passenger compartment is determined as a function of vertical longitudinal planes passing through the centres of the outermost designated seating positions on the front seat and in relation to the R point and the design angle of the seat-back, which points are used for verifying compliance with the field of vision requirements;

2.9. R point or seating reference point

(See Annex III, section 1.2)

2.10. H point

(See Annex III, section 1.1)

2.11. Windscreen datum points

'Windscreen datum points' means points situated at the intersection with the windscreen of lines radiating forward from the V points to the outer surface of the windscreen.

2.12. Transparent area

'Transparent area' means that area of a vehicle windscreen or other glazed surface whose light transmittance measured at right angles to the surface, is not less than 70 %.

2.13. P points

'P points' means the points about which the driver's head rotates when he views objects on a horizontal plane at eye level.

2.14. E points

'E points' means points representing the centres of the driver's eyes and used to assess the extent to which A pillars obscure the field of vision.

2.15. A pillar

'A pillar' means any roof support forward of the vertical transverse plane located 68 mm in front of the V points and includes non-transparent items, such as windscreen mouldings and door frames, attached or contiguous to such a support.

2.16. Horizontal seat-adjustment range

'Horizontal seat-adjustment range' means the range of normal driving positions designated by the vehicle manufacturer for the adjustment of the driver's seat in the direction of the X axis (see 2.3).

2.17. Extended seat adjustment range

'Extended seat adjustment range' means the range designated by the vehicle manufacturer for the adjustment of the seat in the direction of the X axis (see 2.3) beyond the range of normal driving positions specified in 2.16 and used for converting seats into beds or facilitating entry into the vehicle.

(2.18.)

3. APPLICATION FOR EEC TYPE-APPROVAL

3.1. The application for EEC type-approval of a vehicle type with regard to the driver's field of vision shall be submitted by the vehicle manufacturer or by his authorized representative.

3.2. It shall be accompanied by the following documents in triplicate, and by the following particulars;

3.2.1. a description of the vehicle with regard to the items mentioned in 2.2, together with dimensional drawings and either a photograph or an exploded view of the passenger compartment. The numbers and/or symbols identifying the vehicle type shall be specified; and

- 3.2.2. particulars of the primary reference marks in sufficient detail to enable them to be readily identified and the position of each in relation to the others and to the R point to be verified.
- 3.3. A vehicle representative of the vehicle type to be approved shall be submitted to the technical service conducting the approval tests.
- 4. EEC TYPE-APPROVAL
 - (4.1.)
 - (4.2.)
 - 4.3. A certificate conforming to the model shown in Annex V shall be attached to the EEC type-approval certificate.
 - (4.4.) — (4.4.1) — (4.4.2)
 - (4.5.)
 - (4.6.)
 - (4.7.)
 - (4.8.)
- 5. SPECIFICATIONS
 - 5.1. Driver's field of vision
 - 5.1.1. The transparent area of the windscreen must include at least the windscreen datum points; these are:
 - 5.1.1.1. a horizontal datum point forward of V_1 and 17° to the left (see Annex IV, Appendix, figure 1);
 - 5.1.1.2. an upper vertical datum point forward of V_1 and 7° above the horizontal. However, this angle shall be reduced to 5° until 30 September 1981.
 - 5.1.1.3. a lower vertical datum point forward of V_2 and 5° below the horizontal;
 - 5.1.1.4. to verify compliance with the forward-vision requirement on the opposite half of the windscreen, three additional datum points, symmetrical to the points defined in 5.1.1.1 to 5.1.1.3 in relation to the median longitudinal plane of the vehicle, are obtained.
 - 5.1.2. The angle of binocular obstruction of each A pillar shall not exceed the following values at the level of the pivotal points P_1 and P_2 of the head (see Annex IV, Appendix, figure 2):
 - until 30 September 1981: 7°
 - from 1 October 1981: 6°
 - 5.1.2.1. The angle of binocular obstruction is measured in a horizontal plane between tangents connecting:
 - 5.1.2.1.1. E_1 to the rearward side and E_2 to the forward side of the left A pillar, and
 - 5.1.2.1.2. E_3 to the forward side and E_4 to the rearward side of the right A pillar.
 - 5.1.2.2. No vehicle shall have more than two A pillars.
 - 5.1.3. There shall be no obstructions, other than those created by A pillars and/or vent window division bars, rear-view mirrors and windscreen wipers, in the driver's 180° forward direct field of vision below a horizontal plane through V_1 and above three planes through V_2 , one being perpendicular to the plane X-Z and declining forward 4° below the horizontal and the other two being perpendicular to the plane Y-Z and declining 4° below the horizontal (see Annex IV, Appendix, figure 3).

However, rear-view mirrors may only be mounted within the field of vision defined above if, when they are located in a different position, the requirements of Council

Directive 71/127/EEC of 1 March 1971 on the approximation of the laws of the Member States relating to the rear-view mirrors of motor vehicles are no longer met ⁽¹⁾.

- 5.1.3.1. An obstruction created by the steering-wheel rim and the instrument panel inside the steering wheel will be tolerated if a plane through V_2 , perpendicular to the plane X-Z and tangential to the highest part of the steering-wheel rim, is declined at least 1° below the horizontal.

5.2. Position of the V points

- 5.2.1. The positions of the V points in relation to the R point, as indicated by XYZ coordinates from the three-dimensional reference grid, are as shown in Tables I and IV.

- 5.2.1.1. Table I indicates the basic coordinates for a design seat-back angle of 25° . The positive direction for the coordinates is indicated in Annex IV, Appendix, figure 1.

TABLE I

V-point	X	Y	Z
V_1	68 mm	— 5 mm	665 mm
V_2	68 mm	— 5 mm	589 mm

5.3. Positions of the P points

- 5.3.1. The positions of the P points in relation to the R point, as indicated by the XYZ coordinates from the three-dimensional reference grid, are as shown by Tables II, III and IV.

- 5.3.1.1. Table II indicates the basic coordinates for a design seat-back angle of 25° . The positive direction for the coordinates is indicated in Annex IV, Appendix, figure 1.

TABLE II

P-point	X	Y	Z
P_1	35 mm	— 20 mm	627 mm
P_2	63 mm	47 mm	627 mm

- 5.3.1.2. Table III indicates the further corrections to be made to the X coordinates of P_1 and P_2 when the horizontal seat-adjustment range as defined in 2.16 exceeds 108 mm. The positive direction for the coordinates is indicated in Annex IV, Appendix, figure 1.

⁽¹⁾ OJ No L 68, 22. 3. 1971, p. 1.

TABLE III

Horizontal seat-adjustment range	ΔX
108 to 120 mm	— 13 mm
121 to 132 mm	— 22 mm
133 to 145 mm	— 32 mm
146 to 158 mm	— 42 mm
more than 158 mm	— 48 mm

5.4. Correction for design seat-back angles other than 25°

Table IV indicates the further corrections to be made to the X and Z coordinates of each P point and each V point when the design seat-back angle is not 25°. The positive direction for the coordinates is indicated in Annex IV, Appendix, figure 1.

TABLE IV

Seat-back angle (in °)	Horizontal coordinates ΔX	Vertical coordinates ΔZ	Seat-back angle (in °)	Horizontal coordinates ΔX	Vertical coordinates ΔZ
5	— 186 mm	28 mm	23	— 18 mm	5 mm
6	— 177 mm	27 mm	24	— 9 mm	3 mm
7	— 167 mm	27 mm	25	0 mm	0 mm
8	— 157 mm	27 mm	26	9 mm	— 3 mm
9	— 147 mm	26 mm	27	17 mm	— 5 mm
10	— 137 mm	25 mm	28	26 mm	— 8 mm
11	— 128 mm	24 mm	29	34 mm	— 11 mm
12	— 118 mm	23 mm	30	43 mm	— 14 mm
13	— 109 mm	22 mm	31	51 mm	— 18 mm
14	— 99 mm	21 mm	32	59 mm	— 21 mm
15	— 90 mm	20 mm	33	67 mm	— 24 mm
16	— 81 mm	18 mm	34	76 mm	— 28 mm
17	— 72 mm	17 mm	35	84 mm	— 32 mm
18	— 62 mm	15 mm	36	92 mm	— 35 mm
19	— 53 mm	13 mm	37	100 mm	— 39 mm
20	— 44 mm	11 mm	38	108 mm	— 43 mm
21	— 35 mm	9 mm	39	115 mm	— 48 mm
22	— 26 mm	7 mm	40	123 mm	— 52 mm

5.5. Positions of the E points

5.5.1. E_1 and E_2 are each 104 mm from P_1 .

E_2 is 65 mm from E_1 (see Annex IV, Appendix, figure 4).

- 5.5.2. The line joining E_1 and E_2 is rotated about P_1 until it is normal to the vertical median longitudinal plane of the vehicle, provided that:
- 5.5.2.1. In such position a tangent from E_1 to the rearward edge of the left A pillar forms an angle of 120° or less with the line $E_1 - E_2$;
- 5.5.2.2. Where the angle so included is more than 120° , rotation of the line $E_1 - E_2$ about P_1 shall be adjusted until the resultant included angle equals 120° (in the latter case see Annex IV, Appendix, figure 2).
- 5.5.3. E_3 and E_4 are each 104 mm from P_2 . E_3 is 65 mm from E_4 . (See Annex IV, Appendix, figure 4).
- 5.5.4. The line $E_3 - E_4$ is rotated about P_2 until it forms an angle of 120° with the tangent from E_4 to the rearward edge of the right A pillar (see Annex IV, Appendix, figure 2).
6. TEST PROCEDURE
- 6.1. Driver's field of vision
- 6.1.1. The dimensional relationships between the vehicle's primary reference marks and the three-dimensional reference grid shall be determined by the procedure prescribed in Annex IV.
- 6.1.2. The position of the points V_1 and V_2 are determined in relation to the R point as indicated by XYZ coordinates from the three-dimensional reference grid and are shown in Table I under 5.2.1.1 and Table IV under 5.4. The windscreen datum points shall then be found from the corrected V points as prescribed in 5.1.1.
- 6.1.3. The relationship between the P points, the R point, and the centre-line of the driver's seating position, as indicated by XYZ coordinates from the three-dimensional reference grid, shall be determined from Tables II and III in 5.3. The correction for design seat-back angles other than 25° is shown in Table IV under 5.4.
- 6.1.4. The angle of binocular obstruction (see 5.1.2) shall be measured in the horizontal plane as indicated in Annex IV, Appendix, figure 2. The relationship between P_1 and P_2 , which are connected to E_1 and E_2 and E_3 and E_4 respectively, is shown in Annex IV, Appendix, figure 4.
- 6.1.4.1. The line $E_1 - E_2$ shall be set as described in 5.5.2. The angle of binocular obstruction is then measured between the tangent connecting E_1 to the outer edge of the left A pillar and the tangent connecting E_2 to the inner edge of the left A pillar.
- 6.1.4.2. The line $E_3 - E_4$ shall be set as described in 5.5.4. The angle of binocular obstruction is then measured between the tangent connecting E_4 to the outer edge of the right A pillar and the tangent connecting E_3 to the inner edge of the right A pillar.
- (7.)
- (8.)
- (9.)
- (10.)

(ANNEX II)

ANNEX III

PROCEDURE FOR DETERMINING THE H POINT AND THE ACTUAL SEAT-BACK ANGLE AND FOR VERIFYING THE RELATIVE POSITIONS OF THE R AND H POINTS AND THE RELATIONSHIP BETWEEN THE DESIGN SEAT-BACK ANGLE AND THE ACTUAL SEAT-BACK ANGLE

1. DEFINITIONS

1.1. H point

The 'H point', which indicates the position of a seated occupant in the passenger compartment, is the intersection, in a longitudinal vertical plane, of the theoretical axis of rotation between the thighs and torso of a human body represented by the manikin described in section 3.

1.2. R point or seating reference point

The 'R point' or 'seating reference point' is the reference point specified by the vehicle manufacturer which

1.2.1. has coordinates determined in relation to the vehicle structure;

1.2.2. corresponds to the theoretical position of the point of torso/thighs rotation (H point) for the lowest and most rearward normal driving position or position of use given by the vehicle manufacturer for each seating position specified by him.

1.3. Seat-back angle

'Seat-back angle' means the inclination of the seat-back in relation to the vertical.

1.4. Actual seat-back angle

'Actual seat-back angle' means the angle formed by the vertical through the H point with the torso reference line of the human body represented by the manikin described in section 3.

1.5. Design seat-back angle

'Design seat-back angle' means the angle prescribed by the vehicle manufacturer which

1.5.1. determines the seat-back angle for the lowest and most rearward normal driving position or position of use given by the vehicle manufacturer for each seating position specified by him;

1.5.2. is formed at the R point by the vertical and the torso reference line; and

1.5.3. corresponds theoretically to the actual seat-back angle.

2. DETERMINATION OF H POINTS AND ACTUAL SEAT-BACK ANGLES

2.1. An H point and an actual seat-back angle shall be determined for each seating position specified by the vehicle manufacturer. If the seating positions in the same row can be regarded as similar (bench seat, identical seats, etc.), only one H point and one actual seat-back angle shall be determined for each row of seats, the manikin described in section 3 being seated in a place regarded as representative for the row. This place shall be:

2.1.1. in the case of the front row, the driver's seat;

2.1.2. in the case of the rear row or rows, an outer seat;

2.2. When an H point and an actual seat-back angle are being determined, the seat considered shall be placed in the lowest and most rearward normal driving position or position of use given for it by the vehicle manufacturer. The seat-back shall, if its inclination is adjustable, be locked as specified by the manufacturer, or in the absence of any such specification, in a position corresponding to an actual seat-back angle of as near as possible to 25°.

3. DESCRIPTION OF THE MANIKIN

- 3.1. A three-dimensional manikin of a mass and contour corresponding to those of an adult male of average height shall be used. Such a manikin is depicted in figures 1 and 2 of the Appendix to this Annex.
- 3.2. The manikin shall comprise:
 - 3.2.1. two components, one simulating the back and the other the seat of the body, pivoting on an axis representing the axis of rotation between the torso and the thigh. The intersection of this axis with the vertical medium longitudinal plane of the seating position determines the H point;
 - 3.2.2. two components simulating the legs and pivotally attached to the component simulating the seat; and
 - 3.2.3. two components simulating the feet and connected to the legs by pivotal joints simulating ankles.
- 3.2.4. In addition, the component simulating the seat of the body shall be provided with a level enabling its transverse orientation to be verified.
- 3.3. Body-segment weights shall be attached at appropriate points corresponding to the relevant centres of gravity, so as to bring the total mass of the manikin up to $75 \text{ kg} \pm 1 \%$. Details of the mass of the various weights are given in the table in figure 2 of the Appendix to this Annex.
- 3.4. The torso reference line of the manikin is represented by a straight line passing through the joint between the thigh and the torso and the theoretical joint between the neck and the thorax (see the Appendix to this Annex, figure 1).

4. SETTING UP THE MANIKIN

The three-dimensional manikin shall be set up in the following manner:

- 4.1. the vehicle shall be placed on a horizontal plane and the seats adjusted as prescribed in 2.2;
- 4.2. the seat to be tested shall be covered with a piece of cloth to facilitate the correct setting-up of the manikin;
- 4.3. the manikin shall be placed on the seat concerned, its pivotal axis being perpendicular to the median longitudinal plane of the vehicle;
- 4.4. the feet of the manikin shall be placed as follows;
 - 4.4.1. in the front seats, in such a way that the level verifying the transverse orientation of the seat of the manikin is brought to the horizontal;
 - 4.4.2. in the rear seats, as far as possible in such a way as to be in contact with the front seats. If the feet then rest on parts of the floor which are at different levels, the foot which first comes into contact with the front seat shall serve as a reference point and the other foot shall be so arranged that the level enabling the transverse orientation of the seat of the manikin to be verified is brought to the horizontal;
 - 4.4.3. if the H point is being determined at a centre seat, the feet shall be placed one on each side of the tunnel;
- 4.5. the weights shall be placed on the legs, the level verifying the transverse orientation of the seat of the manikin shall be brought to the horizontal, and the thigh weights shall be placed on the component representing the seat of the manikin;
- 4.6. the manikin shall be moved away from the seat-back by means of the knee-pivot bar and the back of the manikin shall be pivoted forwards. The manikin shall be re-positioned on the seat of the vehicle by being slid backwards on its seat until resistance is encountered, the back of the manikin then being replaced against the seat-back;
- 4.7. a horizontal load of $10 \pm 1 \text{ daN}$ shall be applied to the manikin twice. The direction and point of application of the load are shown by a black arrow in figure 2 of the Appendix;

- 4.8. the seat weights shall be installed on the right and left sides, and the torso weights shall then be placed in position. The transverse level of the manikin shall be kept horizontal;
- 4.9. the transverse level of the manikin being kept horizontal, the back of the manikin shall be pivoted forwards until the torso weights are above the H point, so as to eliminate any friction with the seat-back;
- 4.10. the back of the manikin shall be gently moved rearwards so as to complete the setting-up operation. The transverse level of the manikin shall be horizontal. If it is not, the procedure described above shall be repeated.

5. RESULTS

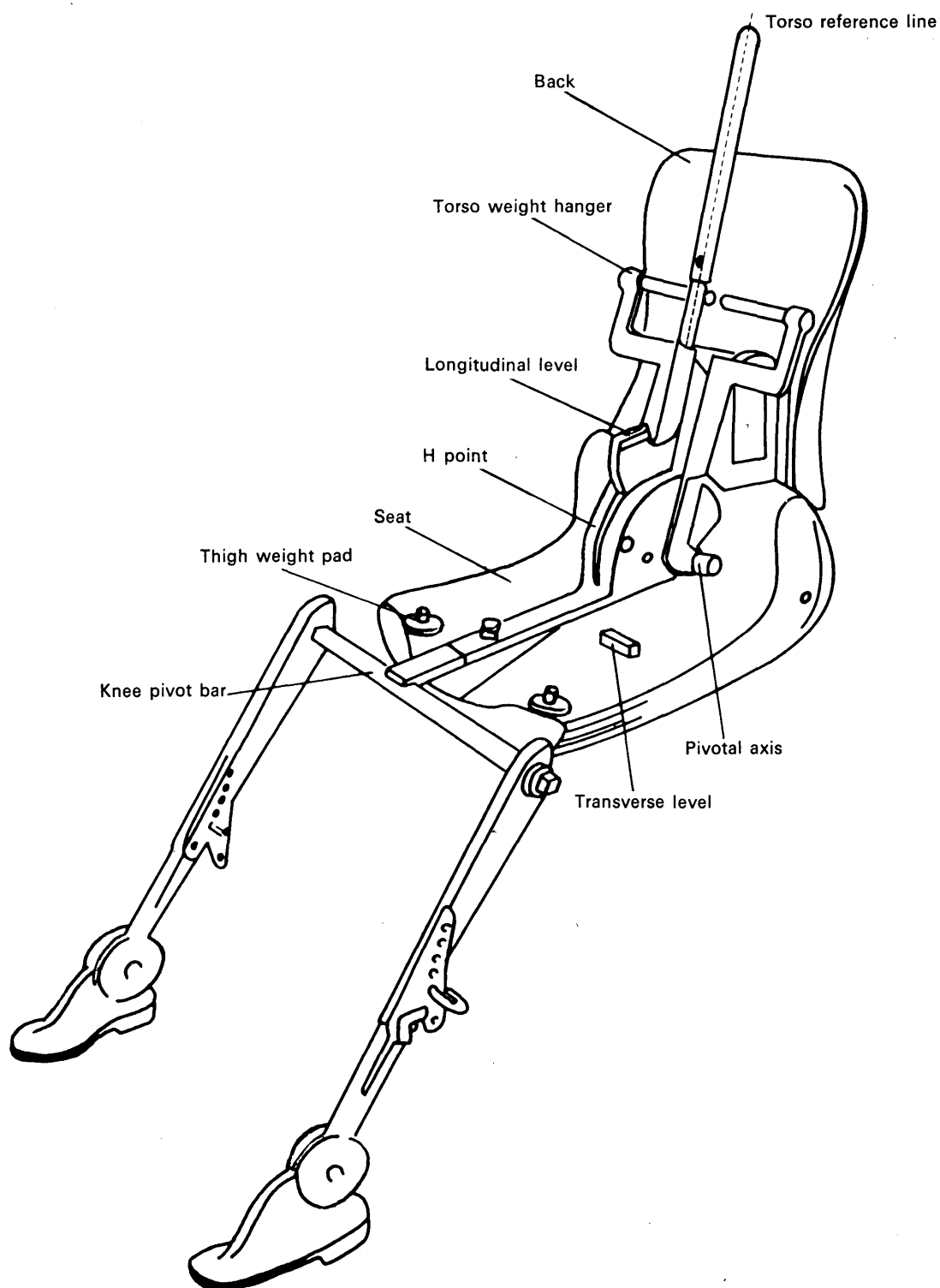
- 5.1. When the manikin has been set up as described in section 4, the H point and the actual seat-back angle of the vehicle seat considered are constituted by the H point and the angle of inclination of the manikin's torso reference line.
- 5.2. The coordinates of the H point in relation to three mutually perpendicular planes, and the actual seat-back angle, shall be measured for comparison with the data supplied by the vehicle manufacturer.

6. VERIFYING THE RELATIVE POSITIONS OF THE R AND H POINTS AND THE RELATIONSHIP BETWEEN THE DESIGN SEAT-BACK ANGLE AND THE ACTUAL SEAT-BACK ANGLE

- 6.1. The results of the measurements carried out in accordance with 5.2 for the H point and the actual seat-back angle shall be compared with the coordinates of the R point and the design seat-back angle as given by the vehicle manufacturer.
 - 6.2. The relative positions of the R point and the H point and the relationship between the design seat-back angle and the actual seat-back angle shall be considered to be satisfactory for the seating position in question if the H point, as defined by its coordinates, lies within a longitudinal rectangle whose horizontal and vertical sides are 30 mm and 20 mm long respectively and whose diagonals intersect at the R point, and if the actual seat-back angle is within 3° of the design seat-back angle.
 - 6.2.1. If these conditions are met, the R point and the design seat-back angle shall be used for the test and, if necessary, the manikin shall be so adjusted that the H point coincides with the R point and the actual seat-back angle coincides with the design seat-back angle.
 - 6.3. If the H point or the actual seat-back angle does not satisfy the requirements of 6.2, the H point or the actual seat-back angle shall be determined twice more (three times in all). If the results of two of these three operations satisfy the requirements, the results of the test shall be considered to be satisfactory.
 - 6.4. If at least two of the three test results do not satisfy the requirements of 6.2, the result of the test shall be considered to be not satisfactory.
 - 6.5. If the situation described in 6.4 arises, or if verification is not possible because the vehicle manufacturer has failed to supply information regarding the position of the R point or regarding the design seat-back angle, the average of the results of the three tests may be used and be regarded as applicable in all cases where the R point or the design seat-back angle is referred to in this Directive.
 - 6.6. For verifying the relative positions of the R point and the H point and the relationship between the design seat-back angle and the actual seat-back angle in a series-produced vehicle, the rectangle referred to in 6.2 shall be replaced by a square of 50 mm side and the actual seat-back angle shall not differ by more than 5° from the design seat-back angle.
-

Appendix

COMPONENTS OF THREE-DIMENSIONAL MANIKIN

*Figure 1*

DIMENSIONS AND MASS OF MANIKIN

Mass of manikin	kg
Components simulating back and seat of body	16
Mass of torso weights	31
Mass of seat weights	8
Mass of thigh weights	7
Mass of leg weights	13
Total:	75

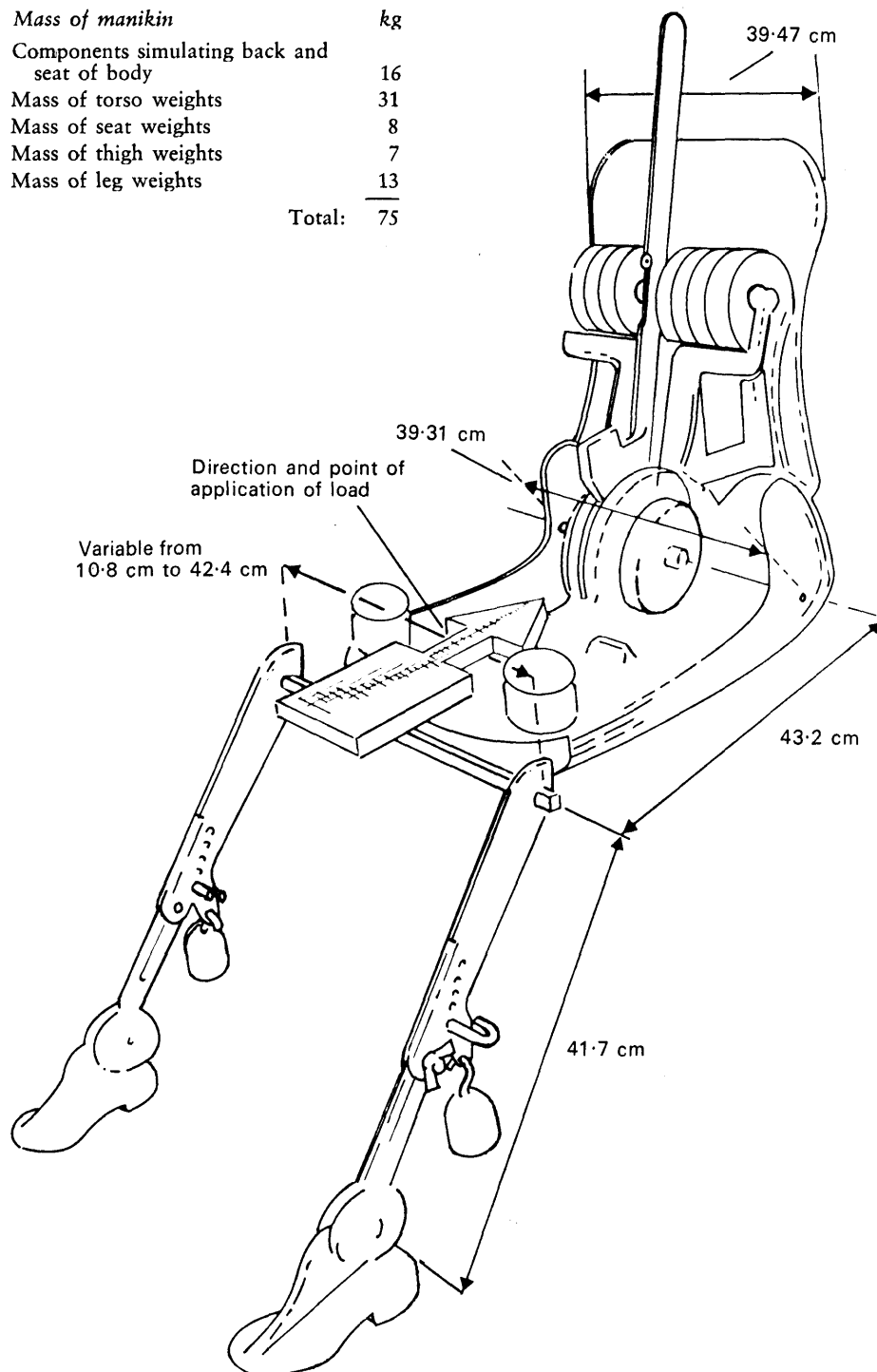


Figure 2

ANNEX IV

METHOD FOR DETERMINING THE DIMENSIONAL RELATIONSHIPS BETWEEN THE VEHICLE'S PRIMARY REFERENCE MARKS AND THE THREE-DIMENSIONAL REFERENCE GRID**1. RELATIONSHIP BETWEEN REFERENCE GRID AND VEHICLE PRIMARY REFERENCE MARKS**

To verify specific dimensions on or within a vehicle submitted for type-approval in accordance with this Directive, the relationship between the coordinates of the three-dimensional reference grid, defined in 2.3 of Annex I, which has been laid out at the initial vehicle-design stage, and the positions of the primary reference marks defined in 2.4 of Annex I, must be established accurately so that specific points on the vehicle manufacturer's drawings can be identified on an actual vehicle produced from those drawings.

2. METHOD FOR ESTABLISHING RELATIONSHIP OF REFERENCE GRID TO REFERENCE MARKS

For this purpose, a ground reference plane shall be constructed which is marked with the X-X measurement and the Y-Y measurement. The method of achieving this is set out in figure 6 of the Appendix to this Annex, the reference plane being a hard, flat, level surface upon which the vehicle stands, and which has two measuring scales firmly fixed to its surface; these shall be graduated in millimetres, the X-X scale being not less than eight metres long, and the Y-Y scale not less than four metres long. The two scales must be set at right angles to each other as shown in figure 6 of the Appendix to this Annex. The intersection of these scales is ground zero.

3. EXAMINATION OF THE REFERENCE PLANE

In order to provide for minor variations in the level of the reference plane or test area, it will be necessary to measure the deviations from ground zero along both the X and Y scales at intervals of 250 mm and to record the readings obtained so that corrections can be made when checking the vehicle.

4. ACTUAL TEST ATTITUDE

In order to provide for minor changes in suspension height, etc., it will be necessary to have available a means of bringing the primary reference marks to the correct coordinate positions relative to the design attitude before further measurements are taken. In addition, it must be possible to make minor lateral and/or longitudinal adjustments of the vehicle's position so as to place it accurately in relation to the reference grid.

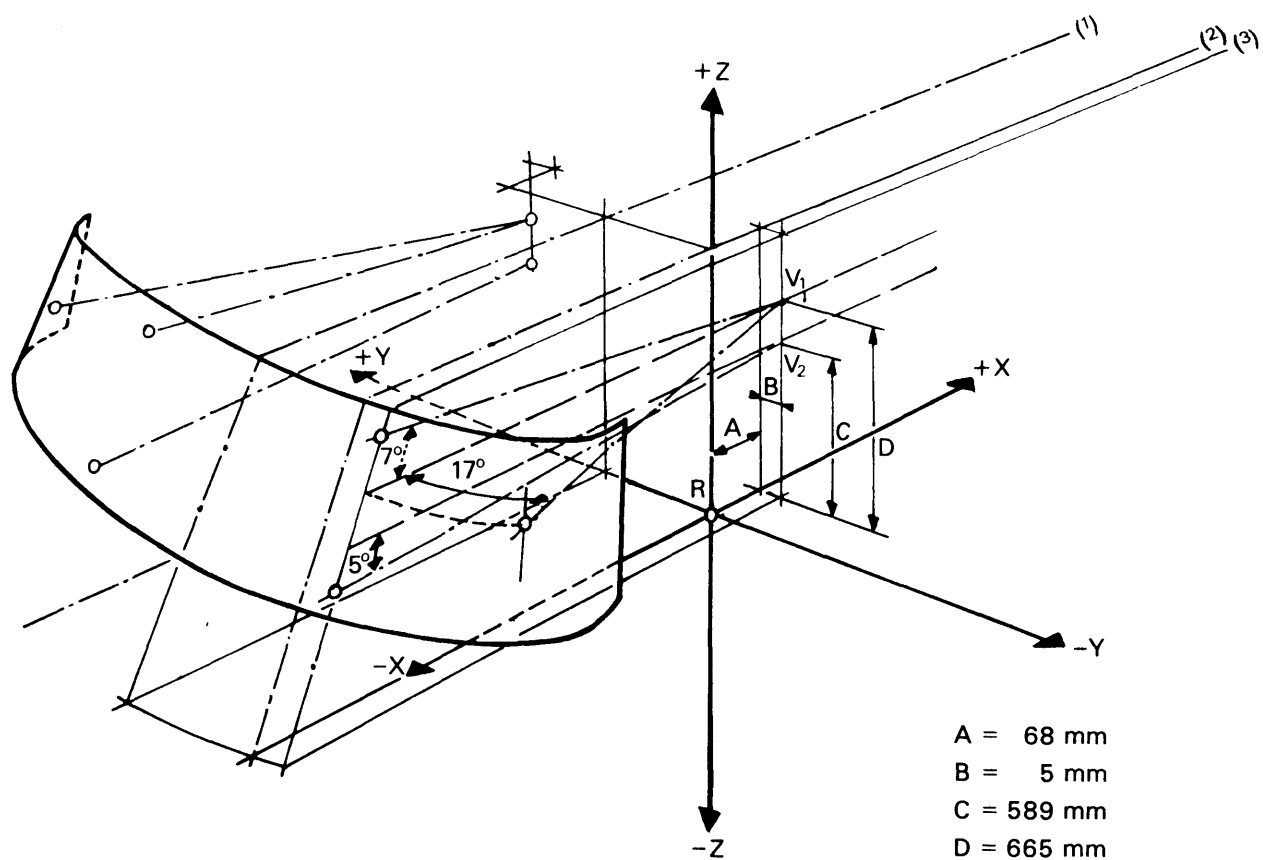
5. RESULTS

The vehicle having been correctly placed relative to the reference grid and in its design attitude, the site of the necessary points for studying the forward visibility requirements can be readily determined.

Test methods to determine these requirements may include the use of theodolites, light sources or shadow devices, or any other method which can be shown to give equivalent results.

Figure 1

DETERMINATION OF V POINTS



(¹) Line tracing the median longitudinal plane of the vehicle.

(²) Line tracing the vertical plane passing through R.

(³) Line tracing the vertical plane passing through V₁ and V₂.

Figure 2

PILLAR OBSTRUCTION

Diagram showing layout of P points and E points, for viewing the left-hand and right-hand pillars

(special case provided for in section 5.5.2.2 of Annex I)

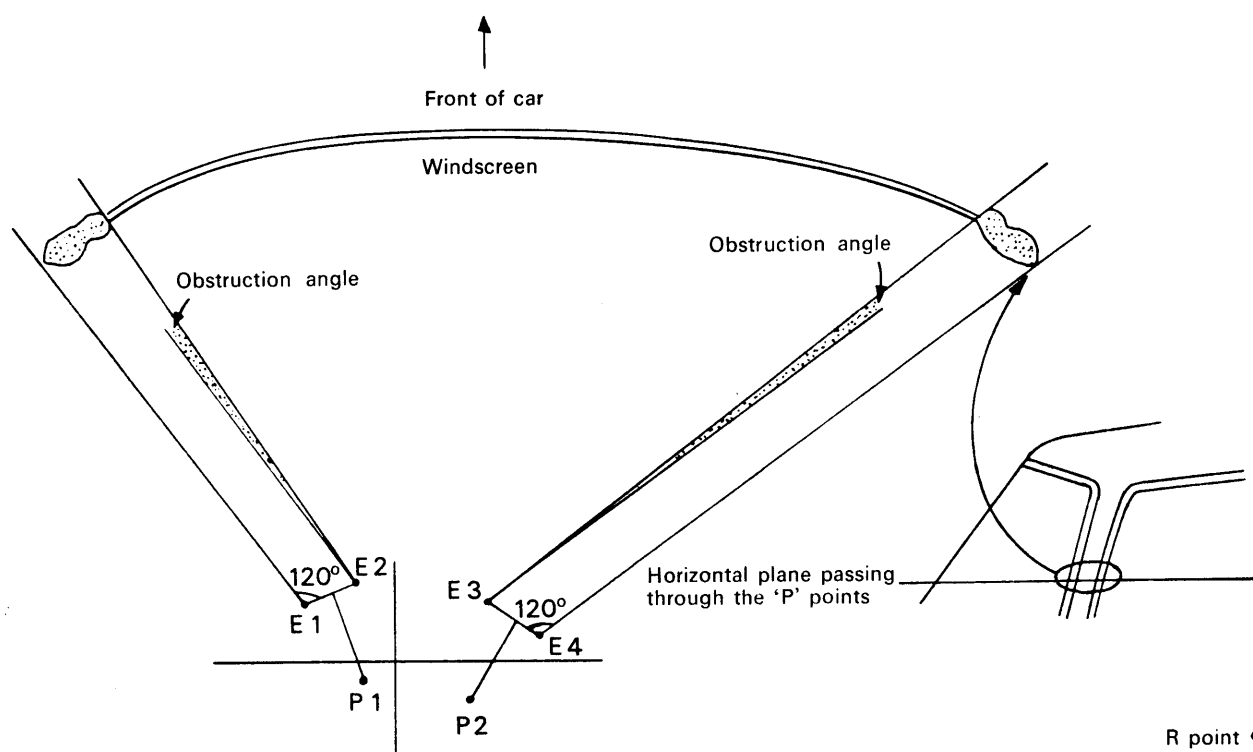


Figure 3

EVALUATION OF OBSTRUCTIONS IN THE 180° FORWARD DIRECT FIELD OF VISION
OF THE DRIVER

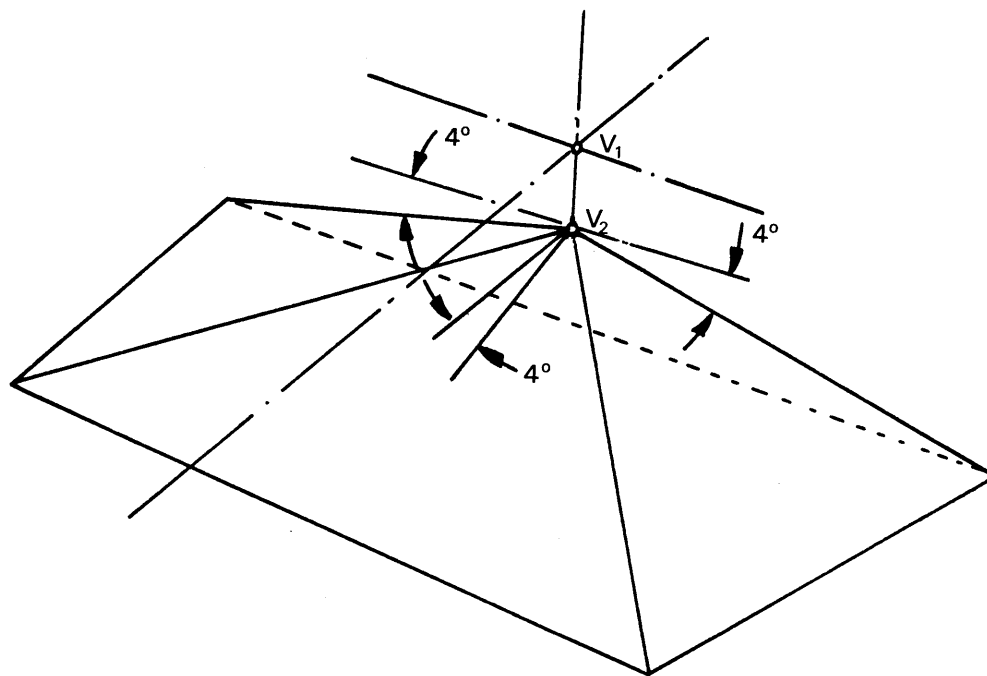
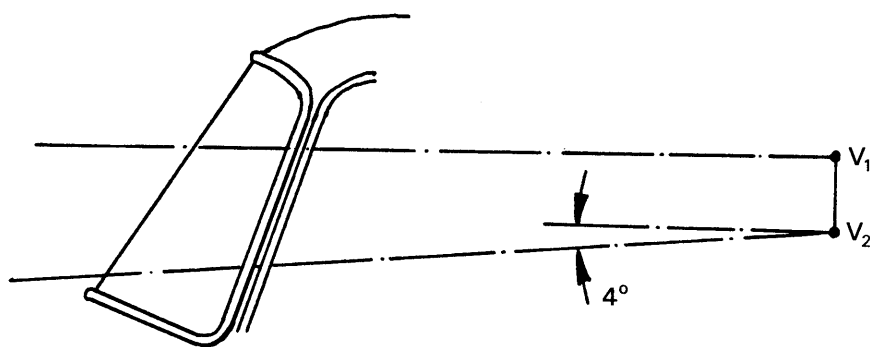


Figure 4

DIMENSIONAL DIAGRAM SHOWING RELATIVE POSITIONS OF E POINTS AND P POINTS

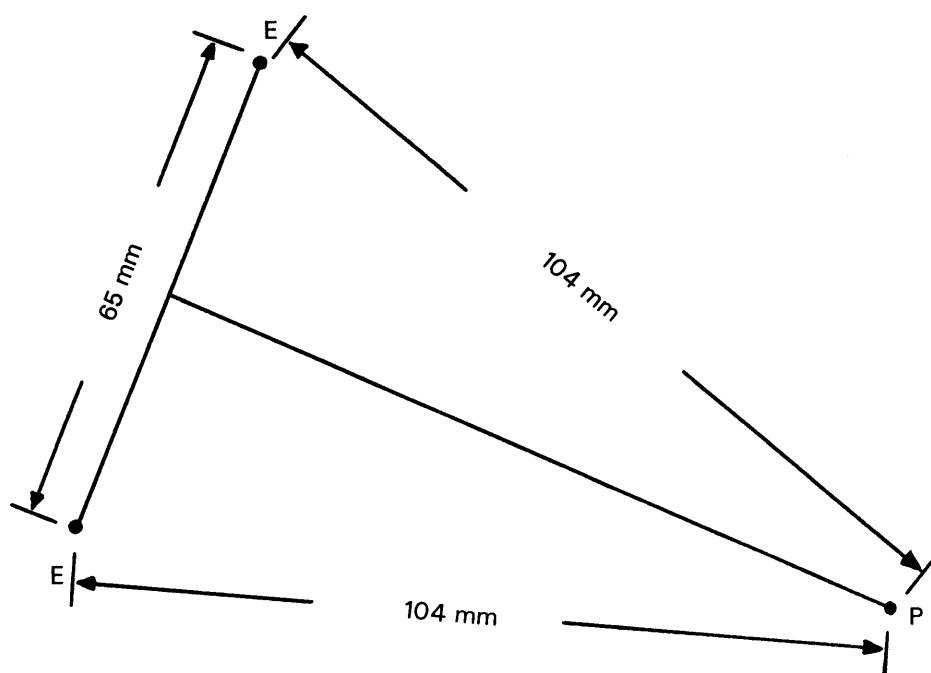


Figure 5

THREE-DIMENSIONAL REFERENCE GRID

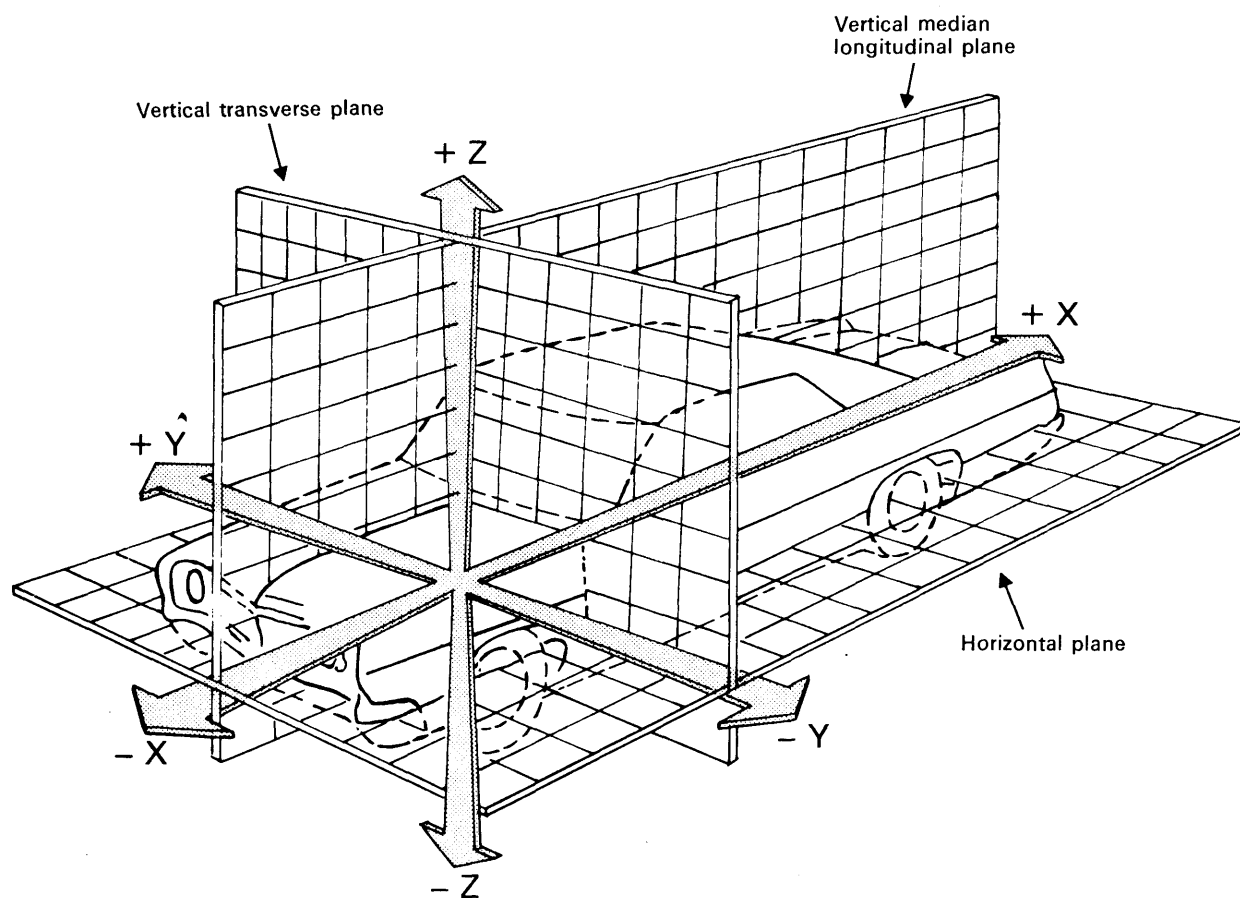
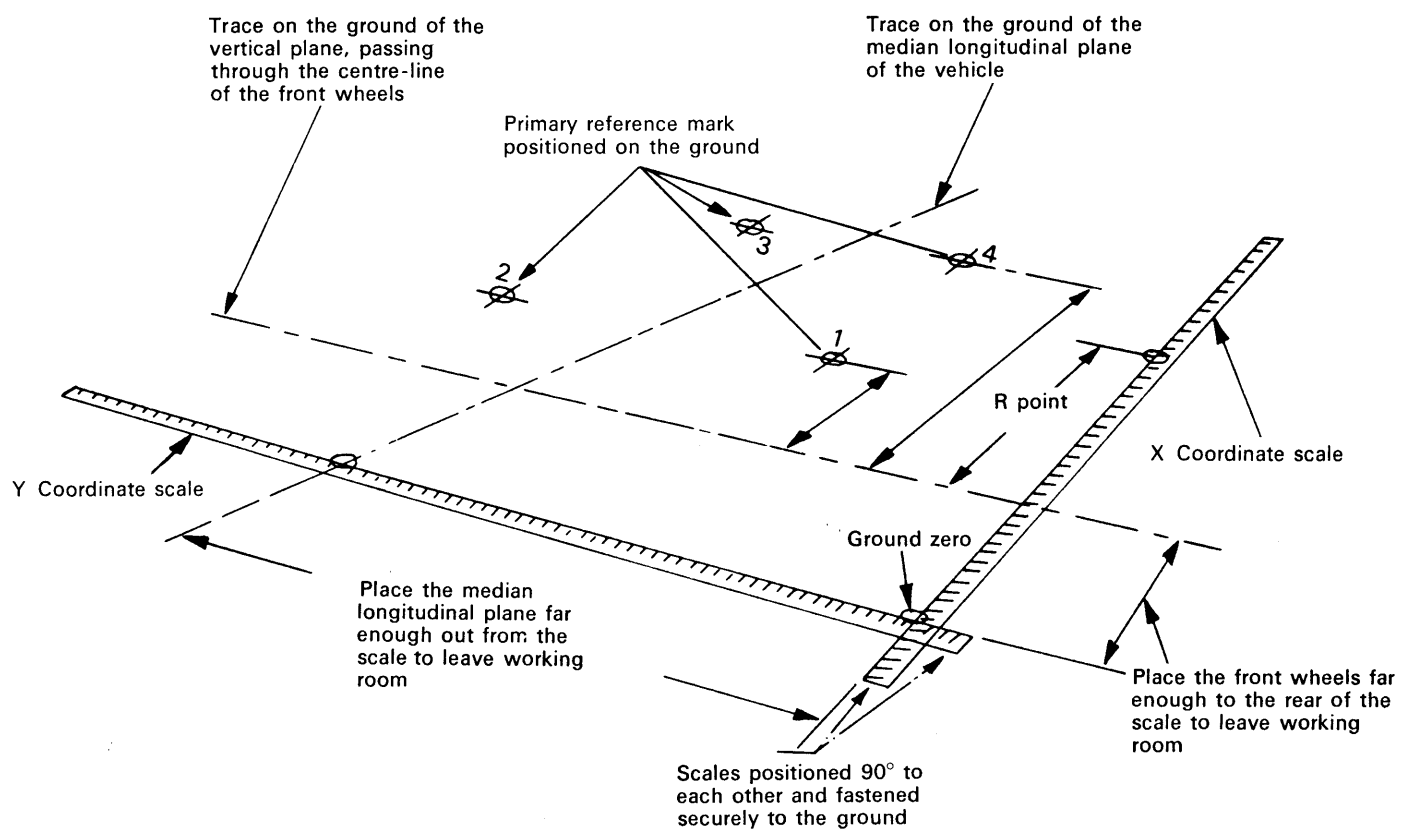


Figure 6

LEVEL WORK SPACE



ANNEX V

MODEL

(Maximum format: A 4 (210 x 297 mm))

Name of administration

ANNEX TO THE EEC VEHICLE TYPE-APPROVAL CERTIFICATE WITH REGARD TO
THE DRIVER'S FIELD OF VISION

(Article 4 (2) and Article 10 of the 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. Vehicle type
 3. Manufacturer's name and address
 4. Where applicable, name and address of manufacturer's authorized representative
 5. Brief description of the vehicle
 6. Identification data for R point of driver's designated seating position in relation to position of primary reference marks
 7. Identifications, sites and relative positions of primary reference marks
 8. Vehicle submitted for type-approval on
 9. Technical service conducting type-approval tests
 10. Date of report issued by that service
 11. Number of report issued by that service
 12. Type-approval in respect of the driver's field of vision is granted/refused ⁽¹⁾
 13. Place
 14. Date
 15. Signature
 16. The following documents, bearing the type-approval number shown above, are annexed to this certificate:
 - dimensional drawings
 - exploded view of photograph(s) of the passenger compartment
 17. Remarks

⁽¹⁾ Delete as applicable.

COUNCIL DECISION

of 27 September 1977

authorizing the tacit renewal or continued operation of certain Treaties of Friendship, Trade and Navigation Treaties and similar agreements concluded between Member States and third countries

(77/650/EEC)

THE COUNCIL OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Economic Community, and in particular Article 113 thereof,

Having regard to the Council Decision of 16 December 1969 on the progressive standardization of agreements concerning commercial relations between Member States and third countries and on the negotiation of Community Agreements ⁽¹⁾, and in particular Article 3 thereof,

Having regard to the proposal from the Commission,

Whereas the Council Decisions of 13 October 1970 ⁽²⁾, 1 February 1971 ⁽³⁾, 18 October 1972 ⁽⁴⁾, 18 June 1973 ⁽⁵⁾, 6 December 1973 ⁽⁶⁾, 17 February 1975 ⁽⁷⁾, 16 December 1975 ⁽⁸⁾ and 4 October 1976 ⁽⁹⁾ authorized the tacit renewal or continued operation of the Treaties of Friendship, Trade and Navigation Treaties and similar agreements concluded by the Member States of the Community;

Whereas the Member States concerned have again requested authorization for the tacit renewal or continued operation of provisions governing matters covered by the common commercial policy within the meaning of Article 113 of the Treaty and contained in the Treaties of Friendship, Trade and Navigation Treaties and similar agreements listed in the Annex, to avoid interrupting their commercial relations with the third countries concerned, based on agreements;

Whereas authorization should be granted to maintain commercial relations between the Member States and the third countries concerned, on the basis of

agreements, pending their replacement by a Community conventional or autonomous system; whereas such authorization should not, therefore, adversely affect the obligation of the Member States to avoid and, where appropriate, to eliminate any incompatibility between such agreements and the provisions of Community law;

Whereas the provisions of the instruments to be tacitly renewed or continued in operation would not, furthermore, during the period under consideration, constitute an obstacle to the implementation of the common commercial policy;

Whereas the Member States concerned have stated that the tacit renewal or continued operation of these agreements would not be likely to constitute an obstacle to the opening of Community commercial negotiations with the relevant third countries, and whereas they are willing to transfer the commercial fabric of current bilateral agreements to such Community Agreements as it is proposed to negotiate;

Whereas, at the conclusion of the consultation provided for in Article 2 of the Council Decision of 16 December 1969, it was established, as the aforesaid statements by the Member States confirm, that the relevant bilateral agreements will not, during the period under consideration, constitute an obstacle to the implementation of the common commercial policy;

Whereas, nevertheless, the Member States concerned have stated that they would be willing to adopt and, if necessary, repudiate these agreements should it be found, during the period under consideration, that the provisions thereof relating to matters covered by Article 113 of the Treaty, hinder the implementation of the common commercial policy;

Whereas the agreements involved contain repudiation clauses requiring a period of notice of between three and 12 months;

Whereas, therefore, there is no reason for not authorizing the tacit renewal or continued operation, until 31 December 1979, of the provisions in question,

⁽¹⁾ OJ No L 326, 29. 12. 1969, p. 39.

⁽²⁾ OJ No L 231, 20. 10. 1970, p. 7.

⁽³⁾ OJ No L 31, 8. 2. 1971, p. 18.

⁽⁴⁾ OJ No L 250, 6. 11. 1972, p. 5.

⁽⁵⁾ OJ No L 189, 11. 7. 1973, p. 47.

⁽⁶⁾ OJ No L 30, 4. 2. 1974, p. 7.

⁽⁷⁾ OJ No L 62, 7. 3. 1975, p. 35.

⁽⁸⁾ OJ No L 328, 20. 12. 1975, p. 49.

⁽⁹⁾ OJ No L 283, 14. 10. 1976, p. 25.

HAS ADOPTED THIS DECISION:

Article 2

Article 1

The provisions governing matters covered by the common commercial policy as provided for in Article 113 of the Treaty and contained in the Treaties of Friendship, Trade and Navigation Treaties and similar agreements listed in the Annex hereto may be tacitly renewed or continued in operation until 31 December 1979.

This Decision is addressed to the Member States.

Done at Brussels, 27 September 1977.

For the Council

The President

A. HUMBLET

BILAG — ANHANG — ANNEX — ANNEXE — ALLEGATO — BIJLAGE

Medlemsstat Mitgliedstaat Member State État membre Stati membri Lid-Staat	Tredjeland Drittland Third country Pays tiers Paesi terzi Derde land	Aftalens art Art des Abkommens Type of agreement Nature de l'accord Natura dell'accordo Aard van de overeenkomst	Aftalens dato Zeitpunkt des Abkommens Date of the agreement Date de l'accord Data dell'accordo Datum van de overeenkomst
BELGIQUE	El Salvador	Convention commerciale	21. 3. 1906
	États-Unis	Traité d'amitié, de commerce et de navigation	21. 2. 1961
	Éthiopie	Traité	6. 9. 1906
	Honduras	Traité d'amitié, de commerce et de navigation	25. 3. 1909
		Déclaration complémentaire	30. 8. 1909
	Libéria	Traité d'amitié, de commerce et de navigation	1. 5. 1885
	Maroc	Traité d'amitié, de commerce et de navigation	4. 1. 1862
	Norvège	Traité de commerce et de navigation	27. 6. 1910
	République dominicaine	Traité d'amitié, de commerce et de navigation	21. 8. 1884
	Suède	Traité de commerce et de navigation	11. 6. 1895
BENELUX	Venezuela	Traité d'amitié, de commerce et de navigation	1. 3. 1884
	Paraguay	Accord de commerce et de navigation	13. 8. 1963
	URSS	Traité de commerce	14. 7. 1971
DANMARK	Bolivia	Handelstraktat	9. 11. 1931
	Brasilien	Midlertidig aftale om mestbegunstigelses-klausul	30. 7. 1936
	Bulgarien	Ordning vedrørende den gensidige anvendelse af mestbegunstigelsesklausul (brevveksling)	27. 7./5. 8. 1921
	Burma	Noteveksling vedrørende mestbegunstigelsesklausul	29. 4. 1948 og 17. 4. 1950
	Chile	Handels- og søfartstraktat	4. 2. 1899
	Columbia	Handels- og søfartstraktat	21. 6. 1923
	Costa Rica	Handels- og søfartstraktat	26. 9. 1956
	Den arabiske republik Ægypten	Midlertidig handelsaftale	7. 5. 1930
	Den dominikanske Republik	Venskabs-, handels- og søfartstraktat	26. 7. 1852
	De forenede Stater	Handels- og søfartstraktat	1. 10. 1951
	El Salvador	Handels- og søfartstraktat	9. 7. 1958
	Finland	Handels- og søfartstraktat	3. 8. 1923
	Grækenland	Handels- og søfartskonvention	22. 8. 1928
	Guatemala	Handels- og søfartstraktat	4. 3. 1948
	Haiti	Handelstraktat	21. 10. 1937
	Iran	Venskabs-, etablerings- og handelstraktat	20. 2. 1934

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DANMARK (fortsat)	Israel	Foreløbig aftale (modus vivendi) om mestbegunstigelsesklauseul i alle sager om søfart og i alt vedrørende told, osv.	14. 11. 1952
	Japan	Handels- og søfartstraktat	12. 2. 1912
	Jugoslavien	Handelsdeklaration	17./30. 3. 1909
	Kina	Foreløbig venskabs- og handelstraktat	12. 12. 1928
		Brevveksling om denne traktat	13. 3. 1929
	Liberia	Venskabs-, handels- og søfartstraktat	21. 5. 1860
	Norge	Handels- og søfartstraktat	2. 11. 1926
	Paraguay	Handels- og søfartsaftale	3. 5. 1967
	Peru	Handels- og søfartstraktat	10. 6. 1957
	Polen	Handels- og søfartstraktat	22. 3. 1924
	Portugal	Deklaration om handel og søfart	18. 6. 1935
		Tillægsdeklaration	29. 4. 1966
	Rumænien	Noteveksling om handel og søfart	28. 8. 1930
	Schweiz	Venskabs-, handels- og etableringstraktat	10. 2. 1875
	Sovjetunionen	Handels- og søfartstraktat	17. 8. 1946
	Spanien	Handels- og søfartskonvention	2. 1. 1928
	Sverige	Handels- og søfartstraktat	2. 11. 1826
	Thailand	Venskabs-, handels- og søfartstraktat	5. 11. 1937
		Noteveksling	9. 3. 1972
	Tjekkoslaviet	Noteveksling om handel og søfart	18. 4. 1925
		Noteveksling om varebehandling	26. 8. 1929
	Tyrkiet	Etablerings-, handels- og søfartstraktat	31. 5. 1930
	Ungarn	Handels- og søfartskonvention	14. 3. 1887
	Uruguay	Handels- og søfartstraktat	4. 3. 1953
	Zaire	Handelskonvention	23. 2. 1885
	Østrig	Handelstraktat	6. 4. 1928
DEUTSCHLAND	Arabische Republik Ägypten	Handelsabkommen (ratifiziert)	21. 4. 1951
	Argentinien	Handelsvertrag	19. 9. 1857
	Chile	Handelsvertrag	2. 2. 1951
	Dominikanische Republik	Freundschafts-, Handels- und Schifffahrts- vertrag	23. 12. 1957
	Ecuador	Handelsvertrag	1. 8. 1953
	El Salvador	Abkommen über die Meistbegünsti- gungsklausel (ratifiziert)	31. 10. 1952
	Indien	Handelsabkommen	19. 3. 1952 und 31. 3. 1955
	Iran	Handels-, Zoll- und Schifffahrtsvertrag	17. 2. 1929
	Island	Vorläufiger Handels- und Schifffahrtsver- trag	19. 12. 1950
	Japan	Handels- und Schifffahrtsvertrag	20. 7. 1927

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DEUTSCHLAND (Fortsetzung)	Kolumbien	Freundschafts-, Handels- und Schiffs- vertrag	23. 7. 1892
	Pakistan	Handelsabkommen (ratifiziert)	4. 3. 1950
	Paraguay	Abkommen über die Meistbegünstigung (ratifiziert)	30. 7. 1955
	Peru	Handelsabkommen (ratifiziert)	20. 7. 1951
	Portugal	Handels- und Schiffsabkommen (ratifiziert)	20. 3. 1926 und 24. 8. 1950
	Saudi-Arabien	Freundschaftsvertrag, bestätigt und abge- ändert durch Briefwechsel	26. 4. 1929 31. 3./10. 7. 1952
	Thailand	Freundschafts-, Handels- und Schiffs- vertrag	30. 12. 1937
	Türkei	Handelsvertrag	27. 5. 1930
	UdSSR	Abkommen über allgemeine Fragen des Handels und der Schifffahrt (ratifiziert)	25. 4. 1958
	Uruguay	Abkommen über die Meistbegünstigung (ratifiziert)	18. 4. 1953
FRANCE	Vereinigte Staaten	Freundschafts-, Handels- und Schiffs- vertrag	29. 10. 1954
	Albanie	Traité de commerce et de navigation	14. 12. 1963
	Canada	Convention d'établissement et de navigation	12. 5. 1933
	Colombie	Convention relative à l'établissement des nationaux, au commerce et à la navigation	30. 5. 1892
	Costa Rica	Traité de commerce	30. 4. 1953
	Cuba	Convention commerciale et protocole	6. 11. 1929
	Équateur	Accord commercial	20. 3. 1959
	El Salvador	Traité de commerce	23. 3. 1953
	Espagne	Convention de commerce et de navigation et protocole	21. 12. 1935
	États-Unis	Convention de navigation et de commerce modifiée par accord	24. 2. 1822 17. 7. 1919
	Finlande	Convention provisoire de navigation	24. 4. 1931
	Grèce	Convention de commerce, de navigation et d'établissement et annexe	11. 3. 1929
	Hongrie	Convention commerciale	13. 10. 1925
	Iran	Convention d'établissement et de navigation	24. 6. 1964
	Islande	Traité de commerce	23. 8. 1742
		Convention additionnelle de commerce et de navigation	9. 2. 1842
		Articles additionnels à la convention	9. 2. 1910
		Échanges de lettres modifiant les trois actes précédents	28. 2. 1930
	Libéria	Traité de commerce et de navigation	17. 4. 1852
	Libye	Convention de coopération économique	10. 8. 1955

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FRANCE (suite)	Norvège	Traité de commerce modifié par convention et échange de lettres	30. 12. 1881 13. 1. 1892 4. 3. 1933
		Traité de navigation modifié par convention	30. 12. 1881 13. 1. 1892
	Paraguay	Accord commercial	11. 9. 1956
	Pologne	Traité de commerce et de navigation	22. 5. 1937
	Portugal	Accord de commerce et de navigation	13. 3. 1934
	République dominicaine	Accord commercial ⁽¹⁾	20. 12. 1954
	Roumanie	Convention de commerce et de navigation	27. 8. 1930
	Tchécoslovaquie	Convention commerciale	2. 7. 1928
	Turquie	Convention de commerce et de navigation	29. 8. 1929
	Uruguay	Convention de commerce et de navigation	4. 6. 1892
		Protocole additionnel	30. 12. 1953
	Venezuela	Accord de commerce et de navigation	26. 7. 1950
	Yougoslavie	Convention de commerce et de navigation	30. 1. 1929
IRELAND	Arab Republic of Egypt	Exchange of notes in regard to commercial relations	25./28. 7. 1930
		Exchange of notes prolonging the provisional commercial Agreement of 25./28. 7. 1930	27. 2. 1951
	Brazil	Exchange of notes in regard to commercial relations	16. 10. 1931
	Costa Rica	Exchange of notes in regard to commercial relations	2. 8. 1933 and 2. 4. 1934
	Greece	Exchange of notes in regard to commercial relations	15. 5. 1930
	Guatemala	Exchange of notes in regard to commercial relations	8. 2. and 10. 4. 1930
	Portugal	Treaty of commerce and navigation	29. 10. 1929
	United States	Treaty of friendship, commerce and navigation	21. 10. 1950
	Vietnam	Exchange of notes in regard to commercial relations	1. 12. 1964
ITALIA	Africa del Sud	Estensione del trattato con il Regno Unito alle province del Natal Transval Orange Nota verbale	10. 3. 1884 28. 5. 1906 13. 7. 1907 1. 5. 1948

⁽¹⁾ Reconduction autorité sous réserve d'une déclaration du gouvernement français concernant les articles 11 et 12 relatifs à l'obligation d'achat de tabac.

Medlemsstat Mitgliedstaat Member State Etat membre Stati membri Lid-Staat	Tredjeland Drittland Third country Pays tiers Paesi terzi Derde land	Aftalens art Art des Abkommens Type of agreement Nature de l'accord Natura dell'accordo Aard van de overeenkomst	Aftalens dato Zeitpunkt des Abkommens Date of the agreement Date de l'accord Data dell'accordo Datum van de over- eenkomst
ITALIA (seguito)	Argentina	Convenzione commerciale	1. 6. 1894
		Protocollo	31. 1. 1895
		Protocollo addizionale	4. 3. 1937
		Convenzione sui pagamenti	4. 3. 1937
	Bulgaria	Protocollo sostitutivo del trattato di commercio e di navigazione ⁽¹⁾	19. 12. 1950
	Cile	Trattato di commercio e di navigazione	12. 7. 1898
	Cuba	Trattato d'amicizia, di commercio e di navigazione	
		Protocollo addizionale	29. 12. 1903
	Ecuador	Trattato d'amicizia, di commercio e di navigazione	12. 8. 1900
		Convenzione addizionale	26. 2. 1911
	Finlandia	Trattato di commercio e di navigazione e protocollo	22. 10. 1924
	Grecia	Trattato d'amicizia, di commercio e di navigazione	5. 11. 1948
	Haiti	Convenzione di commercio e di navigazione e scambi di note	14. 6. 1954
	Iran	Trattato di commercio, di stabilimento e di navigazione	26. 1. 1955
		Scambio di note	9. 2. 1955
	Iugoslavia	Convenzione di commercio e di navigazione	31. 3. 1955
	Libano	Trattato d'amicizia, di commercio e di navigazione	15. 2. 1949
	Liberia	Trattato d'amicizia, di commercio e di navigazione	23. 10. 1862
		Dichiarazione comune	24. 11. 1951
	Nicaragua	Trattato d'amicizia, di commercio e di navigazione	25. 1. 1906
	Norvegia	Trattato di commercio e di navigazione	14. 6. 1862
		Scambio di note	15. 12. 1967
	Nuova Zelanda	Scambio di note	24. 11. 1967
	Panama	Trattato d'amicizia, di commercio e di navigazione, protocollo e scambio di note	7. 10. 1965
	Perù	Trattato di commercio e di navigazione e dichiarazione	23. 12. 1874
	Polonia	Trattato di commercio	12. 5. 1922
	Portogallo	Trattato di commercio e di navigazione e protocolli definitivi	4. 8. 1934
	Romania	Protocollo doganale ⁽¹⁾	25. 11. 1950
	Spagna	Convenzione di commercio e di navigazione, protocolli, scambio di lettere	15. 3. 1932
		Scambio di note	7. 10. 1935

⁽¹⁾ Protocollo richiamato e riesaminato in occasione della conclusione dell'accordo commerciale quadro fra i due paesi.

Medlemsstat Mitgliedstaat Member State État membre Stati membri Lid-Staat	Tredjeland Drittland Third country Pays tiers Paesi terzi Derde land	Aftalens art Art des Abkommens Type of agreement Nature de l'accord Natura dell'accordo Aard van de overeenkomst	Aftalens dato Zeitpunkt des Abkommens Date of the agreement Date de l'accord Data dell'accordo Datum van de over- eenkomst
ITALIA (seguito)	Stati Uniti	Trattato d'amicizia, di commercio e di navigazione	2. 2. 1948
		Accordo supplementare al trattato	26. 9. 1951
	Svezia	Trattato di commercio e di navigazione	14. 6. 1862
		Scambio di note	15. 12. 1966 e 15. 12. 1967
	Svizzera	Trattato di commercio	27. 1. 1923
		Protocolli	28. 11. 1925 e 30. 12. 1933
	Turchia	Trattato di commercio e di navigazione e scambio di note	29. 12. 1936
	Ungheria	Trattato di commercio e di navigazione	4. 7. 1928
		Protocollo doganale ⁽¹⁾	28. 3. 1950
	URSS	Trattato di commercio e di navigazione	11. 12. 1948
LUXEMBOURG	Uruguay	Trattato di commercio	26. 2. 1947
	Venezuela	Trattato d'amicizia, di navigazione e di commercio	19. 6. 1861
		Modus vivendi	29. 6. 1939
	Yemen	Trattato d'amicizia e di relazioni economiche	4. 9. 1937
	États-Unis	Traité d'amitié, d'établissement et de navigation	23. 2. 1962
NEDERLAND	Afghanistan	Vriendschaps- en handelsverdrag	26. 7. 1939
	Arabische Republiek Egypte	Voorlopige handelsovereenkomst	17. 3. 1930
	Bolivië	Handelsverdrag	30. 5. 1929
	Brazilië	Voorlopig handelsakkoord	15. 3. 1937
	Bulgarije	Notawisseling	1./9. 3. 1922
	Canada	Handelsovereenkomst	11. 7. 1924
	China	Vriendschaps- en handelsverdrag	6. 10. 1863
	Columbia	Vriendschaps-, handels- en scheepvaartverdrag	1. 5. 1829
	Costa Rica	Handels- en scheepvaartovereenkomst	3. 6. 1957
	El Salvador	Handelsverdrag en briefwisseling	13. 3. 1956
	Ethiopië	Overeenkomst nopens de meestbegunstigingsclausule	30. 9. 1926
	Griekenland	Handelsverdrag en protocol	12. 5. 1926
	Guatemala	Handelsverdrag	12. 5. 1926
	Haïti	Handelsverdrag en notawisseling	7. 9. 1926
	Hongarije	Handelsovereenkomst	9. 12. 1924
	Iran	Voorlopig handelsverdrag en briefwisseling	20. 6. 1928
	Japan	Handels- en scheepvaartverdrag	6. 7. 1912
	Jemen	Vriendschapsverdrag	12. 4. 1939

⁽¹⁾ Protocollo richiamato e riesaminato in occasione della conclusione dell'accordo commerciale quadro fra i due paesi.

Medlemsstat Mitgliedstaat Member State État membre Stati membri Lid-Staat	Tredjeland Drittland Third country Pays tiers Paesi terzi Derde land	Aftalens art Art des Abkommens Type of agreement Nature de l'accord Natura dell'accordo Aard van de overeenkomst	Aftalens dato Zeitpunkt des Abkommens Date of the agreement Date de l'accord Data dell'accordo Datum van de over- eenkomst
NEDERLAND (vervolg)	Joegoslavië	Handels- en scheepvaartverdrag	28. 5. 1930
	Liberia	Vriendschaps-, handels- en scheepvaartverdrag	20. 12. 1862
	Marokko	Handels- en scheepvaartverdrag	18. 5. 1858
	Maskate	Handelsverdrag	27. 8. 1877
	Mexico	Handelsverdrag	27. 1. 1950
	Noorwegen	Handels- en scheepvaartverdrag	20. 5. 1912
	Oostenrijk	Handels- en scheepvaartverdrag	28. 3. 1929
	Polen	Handels- en scheepvaartverdrag	30. 5. 1924
	Portugal	Handels- en scheepvaartverdrag, aanvullend en ondertekeningsprotocol	28. 6. 1934
	Roemenië	Handelsschikking	29. 8. 1930
	Spanje	Handels- en scheepvaartverdrag	16. 6. 1934
	Thailand	Vriendschaps-, handels- en scheepvaartverdrag	1. 2. 1938
	Tsjechoslowakije	Overeenkomst	20. 1. 1923
	Turkije	Notawisseling	21. 11. 1929
	Uruguay	Handels- en scheepvaartverdrag Protocol	29. 1. 1934 12. 6. 1953
	Venezuela	Verdrag betreffende de diplomatieke betrekkingen	11. 5. 1920
	Verenigde Staten	Vriendschaps-, handels- en scheepvaartverdrag	27. 3. 1956
	Zaire	Overeenkomst met de internationale Vereniging van de Kongo	27. 12. 1884
	Zuid-Afrika	Voorlopig akkoord nopens de handelsbetrekkingen en de scheepvaart	20. 2. 1935
	Zweden	Handels- en scheepvaartverdrag	25. 9. 1847
	Zwitserland	Vriendschaps- en handelsverdrag Aanvullend protocol	19. 8. 1875 24. 4. 1877
UEBL	Afrique du Sud	Accord commercial provisoire	13. 7. 1937
	Albanie	Échange de lettres	19. 2. 1929
	Argentine	Accord provisoire	16. 1. 1934
	Bolivië	Traité d'amitié et de commerce Avenant au traité	18. 4. 1912 10. 12. 1963
	Brésil	Accord commercial provisoire	14. 1. 1932
	Bulgarie	Échange de lettres	8. 2. 1926
	Canada	Convention de commerce	3. 7. 1924
	Chili	Accord commercial provisoire	27. 8. 1936
	Chine	Traité préliminaire d'amitié et de commerce	22. 11. 1928
	Colombie	Échange de lettres portant application à l'UEBL du traité conclu entre les Pays-Bas et la Colombie le 1 ^{er} mai 1829	19. et 22. 8. 1936

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UEBL (suite)	Équateur	Traité d'amitié, de commerce et de navigation	5. 3. 1887
	Espagne	Avenant au traité	19. 10. 1937
		<i>Modus vivendi</i>	26. 10. 1925
		Arrangement commercial modifiant le <i>modus vivendi</i>	15. 12. 1928
	Guatemala	Traité de commerce et de navigation	7. 11. 1924
	Haïti	Accord commercial provisoire	9. 7. 1936
	Hongrie	Échange de lettres	30. 9. 1924
	Iran	Convention de commerce et de naviga- tion	9. 5. 1929
	Nouvelle-Zélande	Accord commercial provisoire par échange de lettres	5. 12. 1933
	Pologne	Traité de commerce	30. 12. 1922
	Roumanie	Accord commercial provisoire	28. 8. 1930
	Suisse	Traité de commerce	26. 8. 1929
	Tchécoslovaquie	Traité de commerce	28. 12. 1925
	URSS	Convention commerciale provisoire	5. 9. 1935
	Uruguay	Accord commercial provisoire	22. 2. 1937
	Viêt-nam du Sud	Échange de lettres portant sur le traitement de la nation la plus favorisée dans le domaine tarifaire	16. et 20. 1. 1956
	Yémen	Convention commerciale	7. 12. 1936
	Yougoslavie	Traité de commerce et de navigation	16. 12. 1926
UNITED KINGDOM	Afghanistan	Treaty of friendship and commerce	22. 11. 1921
		Trade convention	5. 6. 1923
		Exchange of notes	6. 5. 1930
	Argentine	Treaty of amity, commerce and navigation	2. 2. 1825
	Bolivia	Treaty of commerce	1. 8. 1911
	Burma	Treaty regarding the recognition of Burmese independence, and related matters, with exchange of notes	17. 10. 1947
		Exchange of notes regulating commercial relations pending the conclusion of a new Treaty of commerce and navigation	24. 12. 1949
		Treaty of friendship, commerce and navigation	16. 2. 1866
	Colombia	Protocol applying the Treaty to certain parts of the Dominions	20. 8. 1912
		Exchange of notes	30. 12. 1938
		Treaty of friendship, commerce and navigation	27. 11. 1849
		Protocol respecting the application of the Treaty to certain parts of the Dominions	18. 8. 1913

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UNITED KINGDOM (cont'd)	Czechoslovakia	Treaty of commerce with declaration	14. 7. 1923
	Finland	Treaty of commerce and navigation	14. 12. 1923
	Greece	Treaty of commerce and navigation and declaration	16. 7. 1926
		Exchange of notes amending the Treaty of 16. 7. 1926	21. 2. 1951
	Hungary	Treaty of commerce and navigation	23. 7. 1926
	Iran	Treaty of peace and commerce	4. 3. 1857
		Commercial convention	9. 2. 1903
		Agreement modifying the commercial convention	21. 3. 1920
	Japan	Treaty of commerce, establishment and navigation, with Protocols and exchanges of notes	14. 11. 1962
		Exchange of notes on voluntary export control	14. 11. 1962
	Liberia	Treaty of friendship and commerce	21. 11. 1848
		Agreement modifying the Treaty of 21. 11. 1848	23. 7. 1908
	Morocco	General treaty	9. 12. 1856
		Convention of commerce and navigation	9. 12. 1856
		Exchange of notes concerning the convention of 9. 12. 1856	1. 3. 1957
	Muscat and Oman	Treaty of friendship, commerce and navigation with exchange of notes	20. 12. 1951
	Nepal	Treaty of peace and friendship	30. 10. 1950
	Nicaragua	Treaty of friendship, commerce and navigation	28. 7. 1905
	Norway	Convention of commerce and navigation	18. 3. 1826
		Convention regarding the application of the convention of commerce of 1826 to the Dominions	16. 5. 1913
	Peru	Treaty of friendship, commerce and navigation	10. 4. 1850
		Agreement relating to commerce and navigation (with Protocols and exchanges of notes)	6. 10. 1936
		Exchange of notes regarding the continuance in force of Articles 4 and 5 of the Commercial Agreement of 6. 10. 1936	28. 1. 1950
	Poland	Treaty of commerce and navigation	26. 11. 1923
	Portugal	Treaty of commerce and navigation	12. 8. 1914
	Romania	Treaty of commerce and navigation with Protocols and exchange of notes	6. 8. 1930
	Soviet Union	Temporary commercial agreement	16. 2. 1934

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UNITED KINGDOM (cont'd)	Spain	Treaty of navigation and commerce	9. 12. 1713
		Treaty of commerce	14. 12. 1715
		Treaty of commerce	5. 10. 1750
		Treaty of commerce and navigation	31. 10. 1922
		Convention revising certain provisions of the 1922 Treaty and exchange of notes	5. 4. 1927
		Exchange of notes regarding interpretation of Treaty of 1922	6. 2. 1928
		Exchange of notes modifying the convention of 5. 4. 1927	31. 5. 1928
	Sweden	Treaty of peace and commerce	11. 4. 1654
		Treaty of commerce	17. 7. 1656
		Treaty of peace and commerce	21. 10. 1661
		Treaty of commerce and alliance	5. 2. 1766
		Treaty of peace, union and friendship	18. 7. 1812
		Convention of commerce and navigation	18. 3. 1826
	Switzerland	Treaty of friendship, commerce and reciprocal establishment	6. 9. 1855
		Convention applying the Treaty of 1855 to the Dominions	30. 3. 1914
		Exchange of notes applying to Liechtenstein commercial agreements in force	26. 4. 1924
	Thailand	Treaty of commerce and navigation	23. 11. 1937
	Turkey	Treaty of commerce and navigation	1. 3. 1930
		Exchange of notes relating to certain commercial matters	28. 2. 1957
	United States	Convention of commerce	3. 7. 1815
		Convention	20. 10. 1818
		Convention of commerce	6. 8. 1827
	Venezuela	Treaty of amity, commerce and navigation	18. 4. 1825
		Convention	29. 10. 1834
		Exchange of notes	3. 2. 1903
	Yemen	Treaty of friendship and mutual cooperation with exchanges of notes	11. 2. 1934
	Yugoslavia	Treaty of commerce and navigation with exchanges of notes	12. 5. 1927
		Agreement on trade and payments	27. 11. 1936

COUNCIL DECISION

of 27 September 1977

adopting a European Economic Community concerted project in the field of treatment and use of sewage sludge

(77/651/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 by virtue of Article 2 of the Treaty the Community has been assigned the task of promoting throughout the Community a harmonious development of economic activities, a continuous and balanced expansion and an accelerated raising of the standard of living;

Whereas in the declaration of 22 November 1973 ⁽³⁾ the Council approved the principles and objectives of a Community environmental policy and the general description of the actions to be undertaken at Community level; whereas in the Resolution of 17 May 1977 ⁽⁴⁾ the Council approved the continuation and implementation of a Community policy and action programme on the environment;

Whereas in its Decision 76/311/EEC ⁽⁵⁾ the Council adopted an environmental research programme;

Whereas in its resolution of 14 January 1974 on an initial outline programme of the European Communities in the field of science and technology ⁽⁶⁾, the Council stressed that an appropriate approach should be adopted towards the whole range of available ways and means, including concerted projects, and that whenever it proves

desirable that third countries, particularly European ones, should be associated in these projects, steps should be taken to make this possible;

Whereas, on 4 May 1976, the Council adopted a Directive 76/464/EEC on pollution caused by certain dangerous substances discharged into the aquatic environment of the Community ⁽⁷⁾;

Whereas, in its Resolution of 14 January 1974 on in particular the coordination of national policies in the field of science and technology ⁽⁸⁾, the Council entrusted the Community Institutions with the task of gradually ensuring such coordination, aided by the Scientific and Technical Research Committee (CREST);

Whereas a research project on certain aspects of the problem of sewage sludge, carried out under an Agreement signed on 23 November 1971 in the framework of European Cooperation in the field of Scientific and Technical Research (COST) (COST Project 68), produced very encouraging results;

Whereas a concerted Community research project in the field of treatment and use of sewage sludge, continuing and extending COST Project 68, must contribute effectively to the achievement of the abovementioned aims, in particular with regard to the reduction of environmental pollution and the more economical use of natural resources;

Whereas the Member States intend, as part of the rules and procedures applicable to their national programmes, to carry out the research described in Annex I, and are prepared to integrate such research into a process of coordination at Community level over a period of three years;

Whereas the execution of such research as described in Annex I will require a financial contribution of

⁽¹⁾ OJ No C 163, 11. 7. 1977, p. 70.

⁽²⁾ OJ No C 126, 28. 5. 1977, p. 21.

⁽³⁾ OJ No C 112, 20. 12. 1973, p. 1.

⁽⁴⁾ OJ No C 139, 13. 6. 1977, p. 1.

⁽⁵⁾ OJ No L 74, 20. 3. 1976, p. 36.

⁽⁶⁾ OJ No C 7, 29. 1. 1974, p. 6.

⁽⁷⁾ OJ No L 129, 18. 5. 1976, p. 23.

⁽⁸⁾ OJ No C 7, 29. 1. 1974, p. 2.

about six million units of account from the Member States;

Whereas the Treaty does not provide the specific powers necessary for this purpose;

Whereas the Scientific and Technical Research Committee (CREST) has given its opinion on the Commission proposal,

HAS DECIDED AS FOLLOWS:

Article 1

The Community shall implement over a period of three years a concerted project in the field of treatment and use of sewage sludge (hereinafter referred to as the 'project'), within the framework of its Environmental Research Programme.

The project shall consist in coordination at Community level of the research described in Annex I and forming part of the national research programmes of the Member States.

Article 2

The Commission shall be responsible for the coordination.

Article 3

The maximum financial contribution by the Community to such coordination will be 140 000 units of account, the unit of account being defined by the relevant financial regulations.

Article 4

To facilitate the execution of the project, a concerted action Committee on the treatment and use of sewage sludge, hereinafter referred to as 'the Committee', shall be established.

A project leader shall be appointed by the Commission in agreement with the Committee. The Committee shall, in particular, assist the Commission in its coordination.

The terms of reference and the composition of the Committee are defined in Annex II.

The Committee shall draw up its rules of procedure. Its secretariat will be provided by the Commission.

Article 5

- (a) In accordance with a procedure to be adopted by the Commission in agreement with the

Committee, the Member States participating in the project shall exchange regularly all useful information concerning the execution of the research covered by the concerted project and shall provide the Commission with all information relevant for coordination purposes. They shall also endeavour to provide the Commission with information on similar research planned or carried out by bodies for which they are not responsible. Any information shall be treated as confidential if so requested by the Member State which provides it.

- (b) The Commission shall prepare yearly progress reports on the basis of the information supplied, and shall forward them to the Member States and the European Parliament.
- (c) At the end of the coordination period, the Commission, in agreement with the Committee, shall forward to the Member States and the European Parliament a general report on the execution and results of the coordination action. The Commission shall publish this report six months after it has been forwarded to the Member States, unless a Member State objects. In this case the report shall be distributed, at their request, solely to the Institutions and undertakings whose research or production activities justify access to the knowledge resulting from the performance of the research covered by the project. The Commission may make arrangements to ensure that the report remains confidential and is not passed on to third parties.

Article 6

1. In accordance with Article 228 of the Treaty, the Community may conclude agreements with other States involved in European Cooperation in the field of Scientific and Technical Research (COST) with a view to extending the coordination which is the subject of this Decision to research undertaken in those States.

2. The Commission is hereby authorized to negotiate the agreements referred to in paragraph 1.

Article 7

This Decision shall be published in the *Official Journal of the European Communities*. It shall take effect on the day of its publication.

Done at Brussels, 27 September 1977.

For the Council

The President

A. HUMBLET

ANNEX I

**RESEARCH PROGRAMME
IN THE FIELD OF TREATMENT AND USE OF SEWAGE SLUDGE**

(concerted project)

The main purpose of the work is to acquire scientific and technical knowledge required for the implementation of the Programme of Action of the European Communities on the environment. The research covers the following topics:

Research topics	Division of research work among Member States							
	B Lux.	D	DK	F	I	IRL	NL	UK
1. Sludge stabilization and odour problems:								
— Definition and determination of 'degree of stability' and relation to odour nuisance			×	×				×
— Comparative evaluation of stabilization procedures		×	×		×			
2. Problems related to sludge dewatering:								
— Research on water binding forces							×	
— Development and standardization of methods for the assessment of dewatering properties	×	×		×	×			×
— Problems related to the use of flocculants		×		×				×
— Comparative evaluation of thickening and dewatering equipment					×		×	
3. Analytical problems related to sludge treatment and use:								
— Characterization of pathogens and evaluation of disinfection procedures	×	×	×					
— Characterization and determination of pollutants (heavy metals, persistent organic compounds) in sludge and development of standardized analytical methods	×			×				×
4. Environmental problems related to sludge use:								
— Special processing of sludge for agricultural use (e.g. composting) including the improvement of disinfection procedures and pollutant removal		×		×	×		×	
— Transfer of pollutants to plants and harmful effects on vegetation			×	×			×	×
— Effects of long range sludge application on soil quality and ground water	×	×		×		×		×
— Optimum land use of sludge, including sludge from dephosphatation plants		×		×			×	×

*ANNEX II***TERMS OF REFERENCE AND COMPOSITION OF THE CONCERTED ACTION
COMMITTEE ON THE TREATMENT AND USE OF SEWAGE SLUDGE**

1. The Committee shall:
 - 1.1. contribute to the optimum execution of the programme by giving its opinion on all of its aspects;
 - 1.2. evaluate the results of the project and draw conclusions as to their application;
 - 1.3. be responsible for the exchange of information referred to in Article 5 (a);
 - 1.4. keep abreast of national research being done in the fields covered by the project, and more especially of scientific and technical developments likely to affect the execution of the project;
 - 1.5. suggest guidelines to the project leader.
 2. The Committee's reports and opinions shall be forwarded to the Commission and the Member States participating in the project. The Commission shall forward these opinions to the CREST.
 3. The Committee shall be composed of the persons responsible for coordinating the national contributions to the programme, and the project leader. Each member may be accompanied by experts.
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