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Contents

I Acts adopted under the EC Treaty/Euratom Treaty whose publication is obligatory

REGULATIONS

- ★ **Council Regulation (EC) No 455/2008 of 26 May 2008 repealing Regulation (EC) No 752/2007 on administering certain restrictions on imports of certain steel products from Ukraine** 1
- Commission Regulation (EC) No 456/2008 of 26 May 2008 establishing the standard import values for determining the entry price of certain fruit and vegetables 2
- ★ **Commission Regulation (EC) No 457/2008 of 23 May 2008 concerning the classification of certain goods in the Combined Nomenclature** 4
- ★ **Commission Regulation (EC) No 458/2008 of 26 May 2008 amending Council Regulation (EC) No 2368/2002 implementing the Kimberley Process certification scheme for the international trade in rough diamonds** 6

II Acts adopted under the EC Treaty/Euratom Treaty whose publication is not obligatory

RECOMMENDATIONS

Council

2008/390/EC:

- ★ **Council Recommendation of 14 May 2008 on the broad economic policy guidelines for the Member States and the Community (2008-2010)** 13

ACTS ADOPTED BY BODIES CREATED BY INTERNATIONAL AGREEMENTS

★ Regulation No 79 of the Economic Commission for Europe of the United Nations (UN/ECE) —
Uniform provisions concerning the approval of vehicles with regard to steering equipment 25

III Acts adopted under the EU Treaty

ACTS ADOPTED UNDER TITLE V OF THE EU TREATY

★ Council Joint Action 2008/391/CFSP of 26 May 2008 amending Joint Action 2008/131/CFSP
extending the mandate of the European Union Special Representative for Afghanistan 52

I

(Acts adopted under the EC Treaty/Euratom Treaty whose publication is obligatory)

REGULATIONS

COUNCIL REGULATION (EC) No 455/2008

of 26 May 2008

repealing Regulation (EC) No 752/2007 on administering certain restrictions on imports of certain steel products from Ukraine

THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty establishing the European Community, and in particular Article 133 thereof,

Having regard to the proposal from the Commission,

Whereas:

- (1) The Partnership and Cooperation Agreement establishing a partnership between the European Communities and their Member States, of the one part, and Ukraine, of the other part ⁽¹⁾, hereinafter referred to as 'the PCA', entered into force on 1 March 1998.
- (2) Article 22(1) of the PCA provides that trade in certain steel products shall be governed by Title III of that Agreement, with the exception of Article 14 thereof, and by the provisions of an agreement on quantitative arrangements.
- (3) On 18 June 2007, the European Community and the Government of Ukraine concluded such an Agreement on trade in certain steel products ⁽²⁾, hereinafter referred to as 'the Agreement'.

- (4) On 30 May 2007, the Council adopted Regulation (EC) No 752/2007 on administering certain restrictions on imports of certain steel products from Ukraine ⁽³⁾ in order to implement the Agreement.

- (5) The Agreement in Article 10(4) rules that in the event that Ukraine accedes to the World Trade Organisation before the expiration of the Agreement, the Agreement shall be terminated and the quantitative limits shall be abolished as of the date of Accession.

- (6) On 16 May 2008 Ukraine became a member of the World Trade Organisation.

- (7) On that date the Regulation to implement the Agreement became redundant.

- (8) For reasons of clarity it is therefore necessary to repeal Regulation (EC) No 752/2007,

HAS ADOPTED THIS REGULATION:

Article 1

Regulation (EC) No 752/2007 is hereby repealed.

Article 2

This Regulation shall enter into force on the day following that of its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 26 May 2008.

For the Council
The President
D. RUPEL

⁽¹⁾ OJ L 49, 19.2.1998, p. 3.

⁽²⁾ OJ L 178, 6.7.2007, p. 24.

⁽³⁾ OJ L 178, 6.7.2007, p. 1.

COMMISSION REGULATION (EC) No 456/2008**of 26 May 2008****establishing the standard import values for determining the entry price of certain fruit and vegetables**

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to Commission Regulation (EC) No 1580/2007 of 21 December 2007 laying down implementing rules of Council Regulations (EC) No 2200/96, (EC) No 2201/96 and (EC) No 1182/2007 in the fruit and vegetable sector ⁽¹⁾, and in particular Article 138(1) thereof,

Whereas:

- (1) Regulation (EC) No 1580/2007 lays down, pursuant to the outcome of the Uruguay Round multilateral trade negotiations, the criteria whereby the Commission fixes

the standard values for imports from third countries, in respect of the products and periods stipulated in the Annex thereto.

- (2) In compliance with the above criteria, the standard import values must be fixed at the levels set out in the Annex to this Regulation,

HAS ADOPTED THIS REGULATION:

Article 1

The standard import values referred to in Article 138 of Regulation (EC) No 1580/2007 shall be fixed as indicated in the Annex hereto.

Article 2

This Regulation shall enter into force on 27 May 2008.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 26 May 2008.

For the Commission

Jean-Luc DEMARTY

*Director-General for Agriculture and
Rural Development*

⁽¹⁾ OJ L 350, 31.12.2007, p. 1.

ANNEX

to Commission Regulation of 26 May 2008 establishing the standard import values for determining the entry price of certain fruit and vegetables

(EUR/100 kg)		
CN code	Third country code ⁽¹⁾	Standard import value
0702 00 00	MA	46,4
	MK	69,4
	TN	105,3
	TR	86,3
	ZZ	76,9
0707 00 05	JO	162,5
	TR	119,9
	ZZ	141,2
0709 90 70	EG	216,7
	TR	113,6
	ZZ	165,2
0805 10 20	EG	68,4
	IL	62,2
	MA	55,0
	MX	62,0
	TN	52,0
	TR	74,2
	US	68,3
	ZZ	63,2
0805 50 10	AR	127,7
	TR	163,7
	US	148,0
	ZA	159,8
	ZZ	149,8
0808 10 80	AR	99,9
	BR	88,1
	CL	95,3
	CN	85,0
	MK	65,0
	NZ	116,9
	US	105,8
	UY	101,5
	ZA	96,6
	ZZ	94,9
0809 20 95	US	433,9
	ZZ	433,9

⁽¹⁾ Country nomenclature as fixed by Commission Regulation (EC) No 1833/2006 (OJ L 354, 14.12.2006, p. 19). Code 'ZZ' stands for 'of other origin'.

COMMISSION REGULATION (EC) No 457/2008
of 23 May 2008
concerning the classification of certain goods in the Combined Nomenclature

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to Council Regulation (EEC) No 2658/87 of 23 July 1987 on the tariff and statistical nomenclature and on the Common Customs Tariff⁽¹⁾, and in particular Article 9(1)(a) thereof,

Whereas:

- (1) In order to ensure uniform application of the Combined Nomenclature annexed to Regulation (EEC) No 2658/87, it is necessary to adopt measures concerning the classification of the goods referred to in the Annex to this Regulation.
- (2) Regulation (EEC) No 2658/87 has laid down the general rules for the interpretation of the Combined Nomenclature. Those rules apply also to any other nomenclature which is wholly or partly based on it or which adds any additional subdivision to it and which is established by specific Community provisions, with a view to the application of tariff and other measures relating to trade in goods.
- (3) Pursuant to those general rules, the goods described in column 1 of the table set out in the Annex should be classified under the CN codes indicated in column 2, by virtue of the reasons set out in column 3 of that table.

(4) It is appropriate to provide that binding tariff information which has been issued by the customs authorities of Member States in respect of the classification of goods in the Combined Nomenclature but which is not in accordance with this Regulation can, for a period of three months, continue to be invoked by the holder, under Article 12(6) of Council Regulation (EEC) No 2913/92 of 12 October 1992 establishing the Community Customs Code⁽²⁾.

(5) The measures provided for in this Regulation are in accordance with the opinion of the Customs Code Committee,

HAS ADOPTED THIS REGULATION:

Article 1

The goods described in column 1 of the table set out in the Annex shall be classified within the Combined Nomenclature under the CN codes indicated in column 2 of that table.

Article 2

Binding tariff information issued by the customs authorities of Member States, which is not in accordance with this Regulation, can continue to be invoked for a period of three months under Article 12(6) of Regulation (EEC) No 2913/92.

Article 3

This Regulation shall enter into force on the 20th day following its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 23 May 2008.

For the Commission

László KOVÁCS

Member of the Commission

⁽¹⁾ OJ L 256, 7.9.1987, p. 1. Regulation as last amended by Commission Regulation (EC) No 360/2008 (OJ L 111, 23.4.2008, p. 9).

⁽²⁾ OJ L 302, 19.10.1992, p. 1. Regulation as last amended by Regulation (EC) No 1791/2006 (OJ L 363, 20.12.2006, p. 1).

ANNEX

Description of the goods	Classification (CN code)	Reasons
(1)	(2)	(3)
1. A product consisting of a quartz plate coated with chrome and photoresist with overall dimensions of 15 (L) × 15 (W) × 0,6 (D) cm (so-called 'photomask blank'). The product is to be exposed and developed to become a 'photomask' used in the production of semiconductor devices.	3701 99 00	Classification is determined by General Rules 1, 3 (a) and 6 for the interpretation of the Combined Nomenclature and by the wording of CN codes 3701 and 3701 99 00. The product is to be classified under heading 3701 because it is an unexposed photographic plate covered with photosensitive material (see the Harmonised System Explanatory Notes to heading 3701).
2. A product consisting of a quartz plate coated with chrome with overall dimensions of 15 (L) × 15 (W) × 0,6 (D) cm upon which circuit diagram patterns have been produced in the same manner as in the case of exposed and developed photographic plates (so-called 'photomask'). The product is used in the manufacture of semiconductor wafers for photographically transferring circuit diagrams onto wafers.	3705 90 90	Classification is determined by General Rules 1, 3 (a) and 6 for the interpretation of the Combined Nomenclature, Note 2 to Chapter 37 and by the wording of CN codes 3705, 3705 90 and 3705 90 90. Classification under heading 8486 is excluded, because a 'photomask' is not an integral part of a machine used for the manufacture of semiconductor boules or wafers, but an independent consumable and interchangeable tool of distinctive attributes. The product is to be classified under heading 3705 because it is an exposed and developed photographic plate of a kind used for the projection of a still image onto a wafer.
3. An appliance designed to increase the amount of natural light in a room, consisting of a prismatic dome lens, a system of tubes and diffuser lenses. The appliance captures light through a dome on the roof and transfers it to the ceiling of the room through its internal reflective system, where the light is diffused.	9013 80 90	Classification is determined by General Rules 1 and 6 for the interpretation of the Combined Nomenclature and the wording of CN codes 9013, 9013 80 and 9013 80 90. Classification under heading 9405 as a lamp or lighting fitting is excluded as the appliance does not create light, but captures, transfers and diffuses daylight using optical means. Therefore, the product is to be classified as an optical appliance under heading 9013.

COMMISSION REGULATION (EC) No 458/2008**of 26 May 2008****amending Council Regulation (EC) No 2368/2002 implementing the Kimberley Process certification scheme for the international trade in rough diamonds**

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to Council Regulation (EC) No 2368/2002 of 20 December 2002 implementing the Kimberley Process certification scheme for the international trade in rough diamonds ⁽¹⁾, and in particular Articles 19 and 20 thereof,

Whereas:

(1) The Chair of the Kimberley Process certification scheme, through his Chair's Notice of 20 November 2007, has decided to add Republic of Congo to the list of Participants as of 8 November 2007.

(2) Annex II should be amended accordingly.

(3) Bulgaria, Germany and Romania have informed the Commission of modifications to the contact details of their Community authorities.

(4) Annex III should be amended accordingly,

HAS ADOPTED THIS REGULATION:

Article 1

Annex II to Regulation (EC) No 2368/2002 is hereby replaced by Annex I to this Regulation.

Article 2

Annex III to Regulation (EC) No 2368/2002 is hereby replaced by Annex II to this Regulation.

Article 3

This Regulation shall enter into force on the day following that of its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 26 May 2008.

For the Commission

Benita FERRERO-WALDNER

Member of the Commission

⁽¹⁾ OJ L 358, 31.12.2002, p. 28. Regulation as last amended by Commission Regulation (EC) No 1226/2007 (OJ L 277, 20.10.2007, p. 7).

ANNEX I

ANNEX II

List of participants in the Kimberley Process certification scheme and their duly appointed competent authorities as referred to in Articles 2, 3, 8, 9, 12, 17, 18, 19 and 20

ANGOLA

Ministry of Geology and Mines
Rua Hochi Min
Luanda
Angola

ARMENIA

Department of Gemstones and Jewellery
Ministry of Trade and Economic Development
Yerevan
Armenia

AUSTRALIA

Community Protection Section
Australian Customs Section
Customs House, 5 Constitution Avenue
Canberra ACT 2601
Australia

Minerals Development Section
Department of Industry, Tourism and Resources
GPO Box 9839
Canberra ACT 2601
Australia

BANGLADESH

Ministry of Commerce
Export Promotion Bureau
Dhaka
Bangladesh

BELARUS

Department of Finance
Sovetskaja Str., 7
220010 Minsk
Republic of Belarus

BOTSWANA

Ministry of Minerals, Energy & Water Resources
PI Bag 0018
Gaborone
Botswana

BRAZIL

Ministry of Mines and Energy
Esplanada dos Ministérios — Bloco "U" — 3º andar
70065 — 900 Brasília — DF
Brazil

CANADA

International:

Department of Foreign Affairs and International Trade
Peace Building and Human Security Division
Lester B Pearson Tower B — Room: B4-120
125 Sussex Drive Ottawa, Ontario K1A 0G2
Canada

For specimen of the Canadian KP Certificate:

Stewardship Division
International and Domestic Market Policy Division
Mineral and Metal Policy Branch
Minerals and Metals Sector
Natural Resources Canada
580 Booth Street, 10th Floor, Room: 10A6
Ottawa, Ontario
Canada K1A 0E4

General Enquiries:

Kimberley Process Office
Minerals and Metals Sector (MMS)
Natural Resources Canada (NRCAN)
10th Floor, Area A-7
580 Booth Street
Ottawa, Ontario
Canada K1A 0E4

CENTRAL AFRICAN REPUBLIC

Independent Diamond Valuers (IDV)
Immeuble SOCIM, 2^{ème} étage
BP 1613 Bangui
Central African Republic

CHINA, People's Republic of

Department of Inspection and Quarantine Clearance
General Administration of Quality Supervision, Inspection and Quarantine (AQSIQ)
9 Madiandonglu
Haidian District, Beijing
People's Republic of China

HONG KONG, Special Administrative Region of the People's Republic of China

Department of Trade and Industry
Hong Kong Special Administrative Region
Peoples Republic of China
Room 703, Trade and Industry Tower
700 Nathan Road
Kowloon
Hong Kong
China

CONGO, Democratic Republic of

Centre d'Evaluation, d'Expertise et de Certification (CEEC)
17th floor, BCDC Tower
30th June Avenue
Kinshasa
Democratic Republic of Congo

CONGO, Republic of

Bureau d'expertise, d'évaluation et de certification (BEEC)
Ministère des Mines, des Industries Minières et de la Géologie
BP 2474
Brazzaville
Republic of Congo

CÔTE D'IVOIRE

Ministry of Mines and Energy
BP V 91
Abidjan
Côte d'Ivoire

CROATIA

Ministry of Economy
Zagreb
Republic of Croatia

EUROPEAN COMMUNITY

European Commission
DG External Relations/A/2
B-1049 Brussels
Belgium

GHANA

Precious Minerals Marketing Company (Ltd.)
Diamond House,
Kinbu Road,
P.O. Box M. 108
Accra
Ghana

GUINEA

Ministry of Mines and Geology
BP 2696
Conakry
Guinea

GUYANA

Geology and Mines Commission
P O Box 1028
Upper Brickdam
Stabroek
Georgetown
Guyana

INDIA

The Gem & Jewellery Export Promotion Council
Diamond Plaza, 5th Floor 391-A, Fr D.B. Marg
Mumbai 400 004
India

INDONESIA

Directorate-General of Foreign Trade
Ministry of Trade
JI M.I. Ridwan Rais No 5
Blok I lantai 4
Jakarta Pusat Kotak Pos. 10110
Jakarta
Indonesia

ISRAEL

Ministry of Industry and Trade
P.O. Box 3007
52130 Ramat Gan
Israel

JAPAN

United Nations Policy Division
Foreign Policy Bureau
Ministry of Foreign Affairs
2-11-1, Shibakoen Minato-ku
105-8519 Tokyo
Japan

Mineral and Natural Resources Division
Agency for Natural Resources and Energy
Ministry of Economy, Trade and Industry
1-3-1 Kasumigaseki, Chiyoda-ku
100-8901 Tokyo
Japan

KOREA, Republic of

UN Division
Ministry of Foreign Affairs and Trade
Government Complex Building
77 Sejong-ro, Jongro-gu
Seoul
Korea

Trade Policy Division
Ministry of Commerce, Industry and Enterprise
1 Joongang-dong, Kwacheon-City
Kyunggi-do
Korea

LAOS, People's Democratic Republic

Department of Foreign Trade,
Ministry of Commerce
Vientiane
Laos

LEBANON

Ministry of Economy and Trade
Beirut
Lebanon

LESOTHO

Commission of Mines and Geology
P.O. Box 750
Maseru 100
Lesotho

LIBERIA

Government Diamond Office
Ministry of Lands, Mines and Energy
Capitol Hill
P.O. Box 10-9024
1000 Monrovia 10
Liberia

MALAYSIA

Ministry of International Trade and Industry
Blok 10
Komplek Kerajaan Jalan Duta
50622 Kuala Lumpur
Malaysia

MAURITIUS

Ministry of Commerce and Co-operatives
Import Division
2nd Floor, Anglo-Mauritius House
Intendance Street
Port Louis
Mauritius

NAMIBIA

Diamond Commission
Ministry of Mines and Energy
Private Bag 13297
Windhoek
Namibia

NORWAY

Section for Public International Law
Department for Legal Affairs
Royal Ministry of Foreign Affairs
P.O. Box 8114
0032 Oslo
Norway

NEW ZEALAND

Certificate Issuing Authority:

Middle East and Africa Division
Ministry of Foreign Affairs and Trade
Private Bag 18 901
Wellington
New Zealand

Import and Export Authority:

New Zealand Customs Service
PO Box 2218
Wellington
New Zealand

RUSSIAN FEDERATION

Gokhran of Russia
14, 1812 Goda St.
121170 Moscow
Russia

SIERRA LEONE

Ministry of Mineral Resources
Youyi Building
Brookfields
Freetown
Sierra Leone

SINGAPORE

Ministry of Trade and Industry
100 High Street
#0901, The Treasury,
Singapore 179434

SOUTH AFRICA

South African Diamond Board
240 Commissioner Street
Johannesburg
South Africa

SRI LANKA

Trade Information Service
Sri Lanka Export Development Board
42 Nawam Mawatha
Colombo 2
Sri Lanka

SWITZERLAND

State Secretariat for Economic Affairs
Export Control Policy and Sanctions
Effingerstrasse 1
3003 Berne
Switzerland

TAIWAN, PENGHU, KINMEN AND MATSU, Separate Customs
Territory

Export/Import Administration Division
Bureau of Foreign Trade
Ministry of Economic Affairs
Taiwan

TANZANIA

Commission for Minerals
Ministry of Energy and Minerals
PO Box 2000
Dar es Salaam
Tanzania

THAILAND

Ministry of Commerce
Department of Foreign Trade
44/100 Thanon Sanam Bin Nam-Nonthaburi
Muang District
Nonthaburi 11000
Thailand

TOGO

Directorate General — Mines and Geology
B.P. 356
216, Avenue Sarakawa
Lomé
Togo

TURKEY

Foreign Exchange Department
Undersecretariat of Treasury
Hazine Mustesarligi Banka ve Kambiyo Genel Mudurlugu
İnönü Bulvarı No: 36, 06510 Emek
Ankara
Turkey

UKRAINE

Ministry of Finance
State Gemological Center
Degtyarivska St. 38-44
Kiev
04119 Ukraine

International Department
Diamond Factory "Kristall"
600 Letiya Street 21
21100 Vinnitsa
Ukraine

UNITED ARAB EMIRATES

Dubai Metals and Commodities Centre
PO Box 63
Dubai
United Arab Emirates

UNITED STATES OF AMERICA

U.S. Department of State
2201 C St., N.W.
Washington D.C.
United States of America

VENEZUELA

Ministry of Basic Industries and Mines
Av. La Estancia, Urb. Chuao, Torre Las Mercedes, Piso 9
Caracas
Venezuela

VIETNAM

Export-Import Management Department
Ministry of Trade of Vietnam
31 Trang Tien
Hanoi 10.000
Vietnam

ZIMBABWE

Principal Minerals Development Office
Ministry of Mines and Mining Development
Private Bag 7709, Causeway
Harare
Zimbabwe.

ANNEX II

‘ANNEX III

List of Member States’ competent authorities and their tasks as referred to in Articles 2 and 19

BELGIUM

Federale Overheidsdienst Economie, KMO, Middenstand en Energie, Dienst Vergunningen/Service Public Fédéral Economie,

PME, Classes moyennes et Energie, Service Licence,
Italiëlei 124, bus 71
B-2000 Antwerpen
Tel. (32-3) 206 94 70
Fax (32-3) 206 94 90
E-mail: kpcs-belgiumdiamonds@economie.fgov.be

In Belgium the controls of imports and exports of rough diamonds required by Regulation (EC) No 2368/2002 and the customs treatment will only be done at:

The Diamond Office
Hovenierstraat 22
B-2018 Antwerpen

BULGARIA

Ministry of Finance
External Finance Directorate
102, G. Rakovski str.
Sofia, 1040
Bulgaria
Tel. (359-2) 98 59 24 01/98 59 24 10/98 59 24 15
Fax (359-2) 98 12 498
E-mail: feedback@minfin.bg

CZECH REPUBLIC

In the Czech Republic the controls of imports and exports of rough diamonds required by Regulation (EC) No 2368/2002 and the customs treatment will only be done at:

Generální ředitelství cel
Budějovická 7
140 96 Praha 4
Česká republika
Tel. (420-2) 61 33 38 41, (420-2) 61 33 38 59, cell (420-737) 213 793
Fax (420-2) 61 33 38 70
E-mail: diamond@cs.mfcr.cz

GERMANY

In Germany the controls of imports and exports of rough diamonds required by Regulation (EC) No 2368/2002, including the issuing of Community certificates, will only be done at the following authority:

Hauptzollamt Koblenz
Zollamt Idar-Oberstein
Zertifizierungsstelle für Rohdiamanten
Hauptstraße 197
D-55743 Idar-Oberstein
Tel. (49-6781) 56 27-0
Fax (49-6781) 56 27-19
E-mail: poststelle@zabir.bfinv.de

For the purpose of Articles 5(3), 6, 9, 10, 14(3), 15 and 17 of this Regulation, concerning in particular reporting obligations to the Commission, the following authority shall act as competent German authority:

Bundesfinanzdirektion Südost
Krelingstraße 50
D-90408 Nürnberg
Tel. (49-911) 376 35 61, 376 35 86, 376 35 82
Fax (49-911) 376 22 70
E-mail: diamondcert@ofdn.bfinv.de

ROMANIA

Autoritatea Națională pentru Protecția Consumatorilor
(National Authority for Consumer Protection)
Strada Georges Clemenceau Nr. 5, sectorul 1
Bd. Aviatorilor Nr. 72, sectorul 1 București, România,
(72 Aviatorilor Bvd., sector 1, Bucharest, Romania)
Cod postal (Postal code) 011865
Tel. (40-21) 318 46 35 / 312 98 90 / 312 12 75
Fax (40-21) 318 46 35 / 314 34 62
www.anpc.ro

UNITED KINGDOM

Government Diamond Office
Global Business Group
Room W 3.111.B
Foreign and Commonwealth Office
King Charles Street
London SW1A 2AH
Tel. (44-207) 008 6903
Fax (44-207) 008 3905
E-mail: GDO@gtnet.gov.uk'

II

(Acts adopted under the EC Treaty/Euratom Treaty whose publication is not obligatory)

RECOMMENDATIONS

COUNCIL

COUNCIL RECOMMENDATION

of 14 May 2008

on the broad economic policy guidelines for the Member States and the Community (2008-2010)

(2008/390/EC)

THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty establishing the European Community, and in particular to Article 99(2) thereof,

Having regard to the recommendation from the Commission,

Having regard to the discussion by the European Council on 13 and 14 March 2008,

Whereas a Resolution on the recommendation from the Commission was adopted by the European Parliament,

HEREBY RECOMMENDS:

SECTION A

MACROECONOMIC POLICIES FOR GROWTH AND JOBS

A.1. *Macroeconomic policies creating the conditions for more growth and jobs*

Securing economic stability to raise employment and growth potential

Sound macroeconomic policies and structural reforms on product, labour and capital markets are essential to support a well balanced economic growth and the full realisation of growth potential. Monetary policies can contribute by pursuing price stability and, without prejudice to this

objective, by supporting other general economic policies with regard to growth and employment. For new Member States, it will be important that monetary and exchange rate policies contribute towards achieving convergence. Exchange rate regimes constitute an important part of the overall economic and monetary policy framework and should be orientated towards achieving real and sustainable nominal convergence. Participation in ERM II, at an appropriate stage after accession, should help those endeavours.

Securing a sound budgetary position will allow the full and symmetric play of the automatic budgetary stabilisers over the cycle with a view to stabilising output around potential. For those Member States that have already achieved sound budgetary positions, the challenge is to retain that position. For the remaining Member States, it is vital to take all the necessary corrective measures to achieve their medium term budgetary objectives in particular if economic conditions improve, thus avoiding pro-cyclical policies and putting themselves in a position in which sufficient room for the full play of automatic stabilisers over the cycle is ensured prior to the next economic downturn. In particular, in accordance with the report on the SGP reform endorsed by the European Council on 22 March 2005, euro area and ERM II Member States that have not yet reached their medium-term budgetary objectives (MTOs) should achieve an annual adjustment in cyclically adjusted terms, net of one-offs and other temporary measures, of 0,5 % of GDP as a benchmark.

For individual Member States the MTOs are differentiated according to the diversity of economic and budgetary positions and developments. In line with the 2005 SGP reform, the MTOs will be reviewed to better take into account the ageing-induced fiscal burden. Moreover, also in accordance with the 2005 reform, introducing or strengthening national fiscal rules and institutions, including monitoring mechanisms can usefully complement the Pact and support its objectives.

An additional macroeconomic policy challenge for some Member States is to operate in an environment of fast catching up, which is to varying degrees accompanied by external deficits, rapid credit expansion and financial deepening. Fiscal restraint, effective financial supervision and promoting competitiveness are essential in order to contain external and internal imbalances. A cautious fiscal stance is an important way to keep external deficits within the range where sound external financing can be secured. In addition to contributing to sound budgetary positions, fiscal restraint can also limit the risk of surging domestic demand causing persistently higher inflation and the occurrence of macro-financial risks which could cause swings in real exchange rates and a protracted loss of competitiveness. Structural reforms and appropriate coordination of policies play an essential role in helping economies to withstand possible adverse developments in the global economy.

Guideline 1. To secure economic stability for sustainable growth

1. In line with the Stability and Growth Pact, Member States should respect their medium-term budgetary objectives. As long as this objective has not yet been achieved, they should take all the necessary corrective measures to achieve it. Member States should avoid pro-cyclical fiscal policies. Furthermore, it is necessary that those Member States having an excessive deficit take effective action in order to ensure a prompt correction of excessive deficits.
2. Member States posting current account deficits that risk being unsustainable should work towards correcting them by implementing structural reforms, boosting external competitiveness and, where appropriate, contributing to their correction via fiscal policies. See also integrated guideline 'To contribute to a dynamic and well-functioning EMU' (No 6).

To safeguard economic and fiscal sustainability as a basis for increased employment

Without changes in policies and behavioural changes more widely, Europe's ageing population poses risks to the long-term sustainability of the European Union economy from lower potential output growth per capita due to a reduction in the share of the working age population, and rising spending on pensions, social insurance, health and long-term care systems. If not addressed in a timely manner, these potential developments would lead to a substantial increase in the debt burden. As documented in the Commission's Sustainability Report, several Member States are exposed to high sustainability risk, and a number of others to medium risk.

Member States should address the economic implications of ageing, in line with the well established three pronged strategy for tackling the budgetary implications of ageing. This includes an appropriate combination of policies to achieve a satisfactory pace of debt reduction, including by attaining the MTOs, and to provide incentives to raise employment rates and labour supply, so as to offset the impact of future declines in the share of persons of working age, as well as reforms to pension and health care systems. It is also essential to modernise social protection systems so as to ensure that they are financially viable, provide incentives to the working age population to actively participate in the labour market, while at the same time supporting their goals in terms of access and adequacy. Improved interaction between social protection systems and labour markets can remove distortions and encourage the extension of working lives against a background of increased life expectancy. Health promotion policies, including preventive health care, could help to increase the share of life spent in good health and thus support the sustainability of health care systems.

Guideline 2. To safeguard economic and fiscal sustainability as a basis for increased employment

Member States should, in view of the projected costs of ageing populations:

1. undertake a satisfactory pace of government debt reduction to strengthen public finances;
2. reform and re-enforce pension, social insurance and health care systems to ensure that they are financially viable, socially adequate and accessible;
3. take measures to increase labour market participation and labour supply especially amongst women, young and older workers, and promote a lifecycle approach to work in order to increase hours worked in the economy.

See also integrated guideline 'Promote a lifecycle approach to work' (Nos 18, and 4, 19, 21).

Promote a growth and employment-orientated and efficient allocation of resources

Well-designed tax and expenditure systems that promote an efficient allocation of resources are a necessity for the public sector to make a full contribution towards growth and employment. This can be achieved by redirecting expenditure

towards growth-enhancing categories such as Research and Development (R & D), physical infrastructure, environmentally friendly technologies, human capital and knowledge, without jeopardising the goals of economic stability and sustainability. Public resources have to be used in the most efficient and effective manner. Member States can help to control expenditure categories through adequate budgetary institutions and fiscal frameworks such as the use of expenditure rules and performance budgeting, which moves the focus away from spending towards actual achievements and by putting assessment mechanisms in place to ensure that individual reform measures and overall reform packages are well-designed. Key priorities for the EU economy are to ensure that tax structures and their interaction with benefit systems increase incentives to work and to invest, to promote higher growth through more employment and investment and to enhance the efficiency and effectiveness of expenditure in order to improve the quality of public finances.

Guideline 3. To promote a growth- and employment-orientated and efficient allocation of resources

Member States should, without prejudice to guidelines on economic stability and sustainability, re-direct the composition of public expenditure towards growth-enhancing categories in line with the Lisbon strategy, adapt tax structures to strengthen growth potential, ensure that mechanisms are in place to assess the relationship between public spending and the achievement of policy objectives, and ensure the overall coherence of reform packages.

See also integrated guideline 'To encourage the sustainable use of resources and strengthen the synergies between environmental protection and growth' (No 11).

Ensure that wage developments contribute to growth and stability and complement structural reforms

Wage developments can contribute to stable macroeconomic conditions and an employment friendly policy mix. This requires that real wage increases are in line with the underlying rate of productivity growth over the medium term and consistent with a rate of profitability that allows for productivity, capacity and employment-enhancing investment. This requires that temporary factors such as variation in productivity caused by cyclical factors or one off rises in the headline rate of inflation do not cause an unsustainable trend in wage growth and that wage developments reflect local labour market conditions. In countries with declining market shares, wage moderation together with reforms boosting productivity are necessary so as to ensure that unit labour costs adjust in order to restore competitiveness. These issues need to be taken into account in the continued dialogue and information exchange between monetary and fiscal authorities and the social partners via the Macroeconomic Dialogue.

Guideline 4. To ensure that wage developments contribute to macroeconomic stability and growth and to increase adaptability, Member States should encourage the right framework conditions for wage-bargaining systems, while fully respecting the role of the social partners, with a view to promoting nominal wage and labour cost developments consistent with price stability and the trend in productivity over the medium term, taking into account differences across skills and local labour market conditions.

See also integrated guideline 'Ensure employment-friendly labour cost developments and wage-setting mechanisms' (No 22).

Promote coherent macroeconomic, structural and employment policies

The role of sound macroeconomic policies is to provide conditions conducive to employment creation and growth. Structural reforms, consistent with sound fiscal positions in the short and medium term, are essential to increase productivity and employment in the medium-term, thus leading to the full realisation and strengthening of growth potential. They also contribute to fiscal sustainability, macroeconomic stability and resilience to shocks. At the same time, appropriate macroeconomic policies are key for reaping the full growth and employment benefits of structural reforms. A key feature of Member States' overall economic strategy is to ensure that they have a consistent set of structural policies that support the macroeconomic framework and vice versa. In particular, market reforms and investment in human capital need to improve the overall adaptability and adjustment capacity of economies in response to changes in both cyclical economic conditions and longer-term trends such as globalisation and technology. In this regard, reform of tax and benefit systems are important in order to make work pay and minimise disincentives for labour market participation.

Guideline 5. To promote greater coherence between macroeconomic, structural and employment policies

Member States should pursue labour and product markets reforms that at the same time increase the growth potential and support the macroeconomic framework by increasing flexibility, factor mobility and adjustment capacity in labour and product markets in response to globalisation, technological advances, demand shift, and cyclical changes. In particular, Member States should: renew impetus in tax and benefit reforms to improve incentives and to make work pay; increase adaptability of labour markets combining employment flexibility and security and improve employability by investing in human capital.

See also integrated guideline 'Promote flexibility combined with employment security and reduce labour market segmentation, having due regard to the role of the social partners' (No 21, No 19).

A.2. *Ensuring a dynamic and well-functioning euro-area*

Since the creation of the euro-area almost 10 years ago four further countries joined the euro-area. The euro has helped to embed economic stability in euro-area countries, consequently providing euro-area countries with favourable financing conditions and mitigating the effects of external exchange rate fluctuations. Subdued growth performance in some parts of the euro-area and persistent divergences in growth and inflation between euro-area countries raise questions as to whether internal adjustment in the euro-area is working smoothly, suggesting that economic policies and governance structures may not yet have fully adjusted to draw the full benefit from the monetary union. Since euro-area countries can no longer make independent use of monetary or exchange rate policies, further structural reforms are key to foster smooth adjustment to economic shocks and regain competitiveness, thus firmly putting economic growth on a sustainable basis.

The policy mix in the euro-area needs to support economic growth while safeguarding long-term sustainability and stability. At the current juncture, it is important that the policy mix underpins confidence among consumers and investors, which also implies commitment to medium-term stability. Budgetary policy has to ensure a fiscal position which can support price stability, and is consistent with the need to prepare for the impact of ageing populations on the one hand and to accomplish a composition of public expenditure and revenues that fosters economic growth on the other. In April 2007, the Eurogroup agreed that 'taking advantage of the favourable cyclical conditions, most euro-area members would achieve their MTOs in 2008 or 2009 and all of them should aim for 2010 at the latest.' Due to the high share of the public sector in economic activity in the euro-area, the quality of public finances has a considerable influence on economic performance. It is also crucial that resources are spent in an efficient and effective manner, with a view to enhancing growth potential, and to minimise the distortions arising from the financing of public activity. Comprehensive structural reforms will allow the euro-area to raise its growth potential over time and ensure that stronger growth does not build up potential for higher inflation. Reforms catering for more adaptable, inclusive and integrated labour markets, more competition on product markets and deeper financial market integration accompanied by growth and stability-oriented macroeconomic policies are particularly salient for euro-area Member States as they have an important impact on their capacity to adequately adjust to shocks.

To contribute to international economic stability and better represent its economic interests, it is critical for the euro area

to play its full role in international monetary and economic policy cooperation. While the appointment of a Eurogroup President for a two-year term of office as of 2005 has brought greater stability to the external representation of the euro-area, the external representation of the euro-area should be further improved in line with the existing agreements, so that the euro-area can take a leading strategic role in the development of the global economic system that is commensurate with its economic weight.

Spill-over effects are most powerful and the need for a common agenda is strongest in the euro-area. Sharing a common currency and a common monetary policy offers an extra dimension to coordination that could strengthen the role of the euro-area in delivering growth and jobs for the whole EU.

Guideline 6. To contribute to a dynamic and well-functioning EMU, euro-area Member States need to ensure better coordination of their economic and budgetary policies, in particular:

1. pay particular attention to fiscal sustainability of their public finances in full compliance with the Stability and Growth Pact;
2. contribute to a policy mix that supports economic recovery and is compatible with price stability, and thereby enhances confidence among business and consumers in the short run, while being compatible with long term sustainable growth;
3. press forward with structural reforms that will increase euro-area long-term potential growth and will improve its productivity, competitiveness and economic adjustment to asymmetric shocks, paying particular attention to employment policies; and
4. ensure that the euro-area's influence in the global economic system is commensurate with its economic weight.

SECTION B

MICROECONOMIC REFORMS TO RAISE EUROPE'S GROWTH POTENTIAL

Structural reforms are essential to increase the EU's growth potential and support macroeconomic stability, because they increase the efficiency and adaptability of the European economy. Productivity gains are fuelled by competition, human capital, investment, innovation. Raising Europe's growth potential requires making progress in both job creation and productivity growth. After lagging US productivity growth for more than a decade, productivity growth in the EU has accelerated since mid-2005, although productivity growth in several service sectors has stalled. Sustaining this improvement is a major challenge facing the Union, especially in the light of its ageing population. Population ageing alone is estimated to reduce by nearly half the current rate of potential growth. A continuation of the productivity upswing, better educated, skilled and motivated labour force and increasing the hours worked are thus indispensable to maintain and increase future living standards, and to ensure a high level of social protection. Moreover, greater cooperation between the different government levels will allow for more coherent, coordinated and effective policy making.

B.1. Knowledge and innovation — engines of sustainable growth

Knowledge accumulated through investment in R & D, innovation, education, skills and life long learning, is a key driver of long-run growth. Policies aimed at increasing investment in knowledge and strengthening the innovation capacity of the EU economy are at the heart of the Lisbon strategy for growth and employment. This is why national and regional programmes for the period 2007-2013 have been increasingly targeted on investments in these fields in accordance with the Lisbon objectives.

Increase and improve investment in R & D, with a view to establishing the European Knowledge Area

A high level of R & D is a crucial input to the innovative process and therefore makes an important contribution to our future competitiveness. R & D affects economic growth through various channels: first, it can contribute to the creation of new markets or production processes; second, it can lead to incremental improvements in already existing products and production processes; third, it increases the capacity of a country to absorb new technologies; and fourth, it promotes the innovative potential. In achieving sustainable growth, environmental technologies and eco-innovation play an important role.

The EU is currently spending about 1,85 % of GDP on R & D (although ranging from below 0,5 % to nearly 4 % of GDP across Member States). The level of R & D spending

compared to GDP has slightly decreased since 2000. Moreover, only around 55 % of research spending in the EU is financed by the business sector. Low levels of private R & D investments are identified as one of the main explanations for the EU/US innovation gap. More rapid progress towards establishing the European Research Area, including meeting the collective EU target of raising research investment to 3 % of GDP by 2010 is needed. Member States are invited to report on their R & D expenditure targets and the measures to achieve these in their National Reform programmes and the annual Implementation Reports paying attention in particular to integrating the European dimension within their national R & D policies. The main challenge is to put in place framework conditions, instruments and incentives for companies to invest more in research.

Public research expenditure must be made more effective and the links between public research and the private sector have to be improved. Poles and networks of excellence should be strengthened and modern research infrastructure developed in a coordinated way, better overall use should be made of public support mechanisms to boost private sector innovation, and a better leverage effect of public investments and a modernised management of research institutions and universities should be ensured. It is also essential to ensure that companies operate in a competitive environment since competition provides an important incentive to private spending on innovation. In addition, a determined effort must be made to increase the number and quality of researchers active in Europe, in particular by attracting more students into scientific, technical and engineering disciplines, enhancing the career development and reducing the barriers to international, European and inter-sectoral mobility of researchers, including the recruitment and re-integration of excellent expatriate and foreign researchers, and students. The European dimension of R & D should be strengthened in terms of joint financing, development of a critical mass of researchers and an optimal number of research infrastructures at the EU level in priority areas requiring large funds, and through reducing barriers to mobility of researchers, university teaching staff and students. To enhance the capacity of creating and adopting new knowledge, more efforts are required in improving and maintaining the quality of education, particularly of higher education.

Guideline 7. To increase and improve investment in R & D, in particular by private business, the overall objective for 2010 of 3 % of GDP is confirmed with an adequate split between private and public investment, Member States will define specific intermediate levels. Member States should further develop a mix of measures appropriate to foster R & D, in particular business R & D, through:

1. improved framework conditions and ensuring that companies operate in a sufficiently competitive and attractive environment;

2. more effective and efficient public expenditure on R & D and developing PPPs;
3. developing and strengthening centres of excellence of educational and research institutions in Member States, as well as creating new ones where appropriate, and improving the cooperation and transfer of technologies between public research institute and private enterprises;
4. developing and making better use of incentives to leverage private R & D;
5. modernising the management of research institutions and universities;
6. ensuring a sufficient supply of qualified researchers by attracting more students into scientific, technical and engineering disciplines and enhancing the career development and the European, international as well as inter-sectoral mobility of researchers and development personnel.

Facilitate innovation

The dynamism of the European economy is dependent on its capacity for creativity and innovation. The economic framework conditions for innovation need to be in place. This implies well-functioning financial and product markets as well as efficient and affordable means to enforce intellectual property rights. Innovations are often introduced to the market by new enterprises, which may meet particular difficulties in obtaining finance. Measures to encourage the creation and growth of innovative enterprises, including improving access to finance, should therefore enhance innovative activity. Technology diffusion, and policies to better integrate national innovation and education systems, can be fostered by the development of innovation poles and networks as well as by innovation support services targeted at SMEs. Knowledge transfer via researcher mobility, foreign direct investment (FDI) or imported technology is particularly beneficial for lagging countries and regions. It is also crucial to strengthen further the integration of the knowledge triangle of R & D, education and innovation. In particular, high quality education and training systems are among the prerequisites for excellence and innovation.

The EU's broad based innovation strategy therefore addresses intellectual property rights, standardisation, the use of public procurement to stimulate innovation, joint technology initiatives, boosting innovation in lead markets, cooperation between higher education, research and business including open source-type innovation, encouraging innovation in

regions, innovation in services and non-technological innovation, and improving businesses' access to finance, especially to risk capital.

It is necessary for the EU to find solutions for a patent litigation system and a Community patent.

Guideline 8. To facilitate all forms of innovation, Member States should focus on:

1. improvements in innovation support services, in particular for dissemination and technology transfer;
2. the creation and development of innovation poles, networks and incubators bringing together universities, research institutions and enterprises, including at regional and local level, helping to bridge the technology gap between regions;
3. the encouragement of cross-border knowledge transfer, including from foreign direct investment;
4. encouraging public procurement of innovative products and services;
5. better access to domestic and international finance;
6. efficient and affordable means to enforce intellectual property rights.

The diffusion of information and communication technologies (ICT), in line with the objectives and actions of the i2010 initiative, is also an important way to improve productivity and, consequently, economic growth. The EU has been unable to reap the full benefits of the Information and communication technologies (ICT), due especially to the continuing under-investment in ICT, organisational innovation and digital skills. Wider and more effective use of ICT and the establishment of a seamless Single Market in electronic communication services will bolster the future competitiveness of European businesses. It is also important to reduce and prevent fragmentation of the 'e-Internal Market' by putting in place interoperable e-services between the Member States in all segments. Open ICT standards are useful as a basis for interoperability and innovation. Security of networks, the security and privacy of information, as well as convergence should also be ensured. Member States should encourage the deployment of broadband networks, including for the poorly served regions, in order to develop the knowledge economy and reduce regional disparities in terms of economic, social and cultural development, and foster growth and innovation in new services by promoting the deployment of very high speed broadband networks.

Guideline 9. To facilitate the spread and effective use of ICT and build a fully inclusive information society, Member States should:

1. encourage the widespread use of ICT in public services, SMEs and households;
2. fix the necessary framework for the related changes in the organisation of work in the economy;
3. promote a strong European industrial presence in the key segments of ICT;
4. encourage the development of strong ICT and content industries, and well-functioning markets;
5. ensure the security of networks and information, as well as convergence and interoperability in order to establish an information area without frontiers;
6. encourage the deployment of broad band networks including for the poorly served regions, in order to develop the knowledge economy See also integrated guideline 'Promote flexibility combined with employment security and reduce labour market segmentation, having due regard to the role of the social partners' (No 21).

To strengthen the competitive advantages of the European industrial base

A strong industrial base is of key importance for Europe's economy. The competitiveness of the EU depends on the ability of the economy to reorient activities towards sectors with higher productivity. An approach where public policies are conducive to innovation, employment, and regional and other policies are well integrated, supports upgrading the EU industrial base. Furthermore, in order to enhance and sustain economic and technological leadership, Europe must increase its capacity to develop and market new technologies, including ICT and environmental technologies. The synergies from jointly addressing research, regulatory and financing challenges at the European level, where for reasons of scale or scope individual

Member States cannot successfully tackle market failures in isolation, should be analysed and exploited. The EU has still not managed to fully realise its technological potential. European industrial policy should endeavour to create level playing field for business based on fair competition. The pooling of European excellence and the development of public-private partnerships and cooperation between Member States where the benefits for society are larger than those for the private sector will help tap this technological potential.

Guideline 10. To strengthen the competitive advantages of its industrial base, Europe needs a solid industrial fabric throughout its territory. The necessary pursuit of a modern and active industrial policy means strengthening the competitive advantages of the industrial base, including by contributing to attractive framework conditions for both manufacturing and services, while ensuring the complementarity of the action at national, transnational and European level. Member States should:

1. start by identifying the added value and competitiveness factors in key industrial sectors, and addressing the challenges of globalisation;
2. also focus on the development of new technologies and markets:
 - (a) this implies in particular commitment to promote new technological initiatives based on public private partnerships and cooperation between Member States, that help tackle genuine market failures;
 - (b) this also implies the creation and development of networks of regional or local clusters across the EU with greater involvement of SMEs.

See also integrated guideline 'Improve matching of labour market needs' (No 20).

Encourage the sustainable use of resources

Lasting success for the Union also depends on addressing a range of resource and environmental challenges which, if left unchecked or dealt with in a way which is not cost effective, will act as a brake on future growth. Recent developments have emphasised the importance of energy efficiency and reducing the vulnerability of the European economy to oil prices variations. An integrated approach to climate and energy policy is needed to increase the security of supply, ensure the

competitiveness of the EU economy and the availability of affordable energy, and combat climate change. Member States and the Community must both contribute to achieving the EU targets of at least a 20 % reduction in greenhouse gas emissions, a 20 % share of renewable energies as well as a 20 % improvement in energy efficiency by 2020, as well as the preparation of a 30 % reduction in greenhouse gas emissions by 2020 as the EU's contribution to a global and comprehensive agreement for the period beyond 2012, provided that other developed countries commit themselves to comparable emission reductions and economically more advanced developing countries to contributing adequately. Policies should be developed to ensure the targets are met in the most economically efficient way and on a least cost basis. A key challenge will be to ensure that the transition to a low-carbon economy is handled in a way that is consistent with EU competitiveness, supports sound and sustainable management of public finances and that contributes to broader growth objectives consistent with the Lisbon Strategy for Growth and Jobs. It is of vital importance that Member States continue the fight against climate change in order that the global temperature increase does not exceed 2 °C above pre-industrial levels, and implementing the Kyoto as well as the 2020 targets in a cost-effective way. Member States should halt the loss of biological diversity between now and 2010, and preserve ecosystem services, in particular by incorporating this requirement into other policies, given the importance of biodiversity for certain economic sectors.

The development of an efficient and sustainable transport policy including by allowing an effective internalisation of external costs, is of crucial importance. The use of market-based instruments, so that prices better reflect environmental damage and social costs, plays a key role in this context, and it is important to let appropriate price signals play out fully. There should also be a strengthening of the EU emissions trading scheme. Promoting the development and use of environment-friendly technologies and eco-innovations, the greening of public procurement with particular attention to SMEs, and the removal of environmentally harmful subsidies alongside other policy instruments including taxation, environmental subsidies and charging can improve innovative performance and enhance the contribution to sustainable development. For example, EU companies are amongst the world leaders in developing new renewable energy technologies. In a context of continued upward pressure on energy prices, and accumulating threats to the climate, it is important to push energy efficiency improvements as a contribution to both growth and sustainable development.

Guideline 11. To encourage the sustainable use of resources and strengthen the synergies between environmental protection and growth, Member States should:

1. give priority to energy efficiency and co-generation, the development of sustainable, renewable, energies and the rapid

spread of environmentally friendly and eco-efficient technologies, (a) inside the internal market on the one hand particularly in transport and energy, *inter alia*, in order to reduce the vulnerability of the European economy to oil price variations, and (b) towards the rest of the world on the other hand as a sector with a considerable export potential;

2. promote the development of means of internalisation of external environmental costs and decoupling of economic growth from environmental degradations. The implementation of these priorities should be in line with existing Community legislation and with the actions and instruments proposed in the Environmental Technologies Action Plan (ETAP), *inter alia*, through: (a) the use of market based instruments, (b) risk funds and R & D funding, (c) the promotion of sustainable production and consumption patterns including the greening of public procurement, (d) paying particular attention to SMEs, and (e) a reform of subsidies that have considerable negative effects on the environment and are incompatible with sustainable development, with a view to eliminating them gradually;
3. pursue the objective of halting the loss of biological diversity between now and 2010, in particular by incorporating this requirement into other policies, given the importance of biodiversity for certain economic sectors;
4. continue to fight against climate change, while implementing the Kyoto targets in a cost-effective way, particularly in regard to SMEs.

See also integrated guideline 'To promote a growth- and employment-orientated and efficient allocation of resources' (No 3).

B.2. Making Europe a more attractive place to invest and work

The attractiveness of the European Union as an investment location depends, *inter alia*, on the size and openness of its markets, its regulatory environment, the quality of its labour force and its infrastructure.

Extend and deepen the internal market

Whilst the internal market for goods is relatively well integrated, services markets remain, legally or *de facto*, rather fragmented. The complete and timely implementation of the Services Directive will be a significant step towards a fully operational Internal Market for services. The elimination of all obstacles including through administrative burden reduction to cross-border activities will help unleash the untapped potential of the services sector in Europe. Improving the tax environment is important. The functioning of the Single Market may be improved through continuing efforts to tackle tax fraud, eliminate harmful tax competition and through strengthened cooperation on taxation between Member States and, where appropriate, at European level, while respecting national competences. Work in this area will continue, including addressing obstacles to the Internal Market. Finally, the full integration of financial markets by implementing the strategy set out in the White Paper on Financial Services 2005-2010 would raise output and employment by allowing more efficient allocation of capital and creating better conditions for business finance.

Member States have made progress in the transposition of internal market directives. Nevertheless further improvement should remain a priority in order to reap the benefits of a Single European market. Furthermore, directives are often not implemented or applied correctly, as illustrated by the high number of infringement proceedings launched by the Commission. Member States should exchange best practice with each other and cooperate with the Commission to ensure that they deliver the full benefits of internal market legislation to their citizens and businesses. For example, there is considerable scope for further improvements in public procurement practices. Such improvements would be reflected in an increase in the share of public procurement publicly advertised. Moreover, more open procurement would lead to significant budgetary savings for the Member States.

Guideline 12. To extend and deepen the internal market, Member States should:

1. speed up the transposition of internal market directives;
2. give priority to stricter and better enforcement of internal market legislation;
3. eliminate remaining obstacles to cross-border activity;
4. apply EU public procurement rules effectively;
5. promote a fully operational internal market of services, while preserving the European social model;
6. accelerate financial market integration by a consistent and coherent implementation and enforcement of the Financial Services Action Plan See also integrated guideline 'To improve matching of labour market needs' (No 20).

Ensure open and competitive markets inside and outside Europe

An open global trading system is of essential interest for the EU. As the world's leading trader and investor, our openness allows lower cost inputs for industry, lower prices for consumers, a competitive stimulus for business, and new investment. At the same time, it is important for the EU to use its influence in international negotiations to press for increasingly open markets which should lead to reciprocal benefits. Therefore the EU remains committed to further breaking down barriers to trade and investment, and it will stand firm against unfair practices in trade, investment and distorted competition. It is also important to work with our key trading partners to create a common space of compatible regulatory provisions and standards, including cooperation at international level to enhance the efficiency and stability of international financial markets.

Competition policy has played a key role in ensuring a level playing field for firms in the EU. It can also be beneficial to look at the wider regulatory framework around markets, in order to promote the conditions which allow firms to compete effectively, especially taking into account external aspects of competitiveness during the development and implementation of our own internal policies. A further opening of European markets to competition can be achieved by a reduction in the general level of remaining State aid. This movement must be accompanied by a redeployment of remaining State aid in favour of support for certain horizontal objectives. The review of State aid rules has facilitated this.

Structural reforms that ease market entry are particularly effective for enhancing competition. These will be particularly important in markets that were previously sheltered from competition because of anticompetitive behaviour, the existence of monopolies, over-regulation (for example permits, licences, minimum capital requirements, legal barriers, shop opening hours, regulated prices, etc. may hinder the development of an effective competitive environment), or because of trade protection.

In addition, the implementation of agreed measures to open up the network industries to competition (in the areas of electricity and gas, transport, telecommunications and postal services) should help ensure lower overall prices and greater choice whilst guaranteeing the delivery of services of general economic interest to all citizens. Competition and regulatory authorities should ensure competition in liberalised markets. The satisfactory delivery of high quality services of general economic interest at an affordable price must be guaranteed.

Empowered consumers who make informed choices will more quickly reward efficient operators. Further efforts are needed to improve the enforcement of consumer legislation which both empowers consumers and opens up the internal market to more intense competition at retail level.

External openness to trade and investment, by increasing both exports and imports, is an important spur to growth and employment and can reinforce structural reform. An open and strong system of global trade rules is of vital importance for the European economy. The successful completion of an ambitious and balanced agreement in the framework of the Doha-Round as well as the development of bilateral and regional free trade agreements, should further open up markets to trade and investment, thus contributing to raising potential growth. The EU stands ready to assist its trade and investment partners in fostering global standards and in particular to support capacity building in developing countries.

Guideline 13. To ensure open and competitive markets inside and outside Europe and to reap the benefits of globalisation, Member States should give priority to:

1. the removal of regulatory, trade and other barriers that unduly hinder competition;
2. a more effective enforcement of competition policy;
3. selective screening of markets and regulations by competition and regulatory authorities in order to identify and remove obstacles to competition and market entry;
4. a reduction in State aid that distorts competition;
5. in line with the Community Framework, a redeployment of aid in favour of support for certain horizontal objectives such as research, innovation and the optimisation of human capital and for well-identified market failures;
6. the promotion of external openness, also in a multilateral context;
7. full implementation of the agreed measures to open up the network industries to competition in order to ensure effective competition in European wide integrated markets. At the same time, the delivery, at affordable prices, of effective services of general economic interest has an important role to play in a competitive and dynamic economy.

Improve European and national regulation

Market regulation is essential to create an environment in which commercial transactions can take place at a competitive price. It also serves to correct market failures or to protect market participants. Nevertheless, the cumulative impact of legislation and regulation may impose substantial economic costs. It is therefore important that legislation is well-designed, proportionate and regularly reviewed. The quality of the European and national regulatory environments is a matter of joint commitment and shared responsibility at both the EU and Member State level.

The better regulation culture has begun to take root in the EU. In the Commission's approach to better regulation, the economic, social and environmental impacts of new or revised legislation are carefully assessed to identify the potential trade-offs and synergies between different policy objectives. Moreover, existing regulation is screened for simplification potential, including of administrative burdens, and its impact on competitiveness is assessed. Finally, the Commission has adopted an approach to measuring the administrative costs of new and existing EU legislation, and an ambitious target has been set to achieve a 25 % reduction in the burden arising from EU legislation and its national transposition by 2012.

Member States should set equally ambitious national reduction targets within their spheres of competence. In order to decrease administrative burden, e-public services should be actively promoted and other ICT tools widely used by the Member States. More generally, Member States should adopt a comprehensive and explicit better regulation strategy, including appropriate institutional structures, monitoring tools and resources and involving appropriate stakeholders. Member States should systematically assess costs and benefits of legislative initiatives and revisions. They should improve the quality of regulation, while preserving their objectives, and simplify existing legislation. They should consult widely on the costs and benefits of regulatory initiatives; particularly where trade-offs between different policy objectives are implied. Member States should also ensure that appropriate alternatives to regulation are given full consideration. This is especially important for small and medium-sized enterprises (SMEs), which usually have only limited resources to deal with the regulatory requirements imposed by both Community and national legislation. Hence, special consideration should be given to whether SMEs could be exempted in total or in part from administrative requirements.

Guideline 14. To create a more competitive business environment and encourage private initiative through better regulation, Member States should:

1. reduce the administrative burden that bears upon enterprises, particularly on SMEs and startups;
2. improve the quality of existing and new regulations, while preserving their objectives, through a systematic and rigorous assessment of their economic, social (including health) and environmental impacts, while considering and making progress in measurement of the administrative burden associated with regulation, as well as the impact on competitiveness, including in relation to enforcement;
3. encourage enterprises in developing their corporate social responsibility.

Europe needs to foster its entrepreneurial drive more effectively and it needs more firms willing to embark on creative or innovative ventures. Policies should create a framework for innovative SMEs that have the potential for high added value and high growth. Learning about entrepreneurship through all forms of education and training should be supported and relevant skills provided. The entrepreneurship dimension should be integrated in the life long learning process from school. Partnerships with companies should be encouraged. The creation

and growth of businesses can be encouraged by improving conditions for access to finance, more efficient financial intermediation, and strengthening economic incentives. This can include adapting tax systems to reward success, reducing non-wage labour costs and reducing the administrative burdens for start-ups, notably through the provision of relevant business support services (especially for young entrepreneurs) and setting up of single contact points. Particular emphasis should be put on facilitating the transfer of ownership including of family businesses, and improving rescue and restructuring proceedings in particular with more efficient bankruptcy laws. Member States should also promote the diffusion of ICT to SMEs in order to improve productivity and to foster exportation by fostering online administrative procedures. Due regard is needed to the particular barriers experienced by women entrepreneurs and to identify and develop support to increase the number of women entrepreneurs. The proposals which will be part of the upcoming 'Small Business Act' for the EU to be presented by the Commission, should be designed so as to ensure they contribute to unlocking the growth and jobs potential of SMEs.

Guideline 15. To promote a more entrepreneurial culture and create a supportive environment for SMEs, Member States should:

1. improve access to finance, in order to favour their creation and growth, in particular micro-loans and other forms of risk capital;
2. strengthen economic incentives, including by simplifying tax systems and reducing non-wage labour costs;
3. strengthen the innovative potential of SMEs;
4. provide relevant support services, like the creation of one-stop contact points and the stimulation of national support networks for enterprises, in order to favour their creation and growth in line with Small firms' Charter. In addition, Member States should reinforce entrepreneurship education and training for SMEs. They should also facilitate the transfer of ownership, modernise where necessary their bankruptcy laws, and improve their rescue and restructuring proceedings.

See also integrated guidelines 'To promote a growth- and employment-orientated and efficient allocation of resources' (No 3) and 'To facilitate all forms of innovation' (No 8, No 23 and No 24).

Expand and improve European infrastructure

Modern infrastructure (transport, energy and digital communication) is an important factor affecting the attractiveness of locations. It facilitates mobility of persons, goods and services throughout the Union. By reducing transport and communication costs and by widening markets, interconnected and interoperable trans-European networks help foster international trade and fuel internal market dynamics. Moreover, the ongoing liberalisation of European network industries fosters competition and drives efficiency gains in these sectors.

In terms of future investment in European infrastructure, the implementation of 30 priority transport projects identified by Parliament and Council in the trans-European network (TEN) transport guidelines, as well as the completion of the quick-start cross-border projects for transport, renewable energy and broadband communications and research (identified under the European Initiative for Growth) and the implementation of the other transport projects, supported by the Cohesion Fund should be a priority. Infrastructure bottlenecks within countries also need to be tackled. Appropriate infrastructure pricing systems can contribute to the efficient use of infrastructure and the development of a sustainable modal balance.

Guideline 16. To expand, improve and link up European infrastructure and complete priority cross-border projects with the particular aim of achieving a greater integration of national markets within the enlarged EU. Member States should:

1. develop adequate conditions for resource-efficient transport, energy and ICT infrastructures, in priority, those included in the TEN networks, by complementing Community mechanisms, including in particular cross-border sections and peripheral regions, as an essential condition to achieving a successful opening up of the network industries to competition;
2. consider the development of public-private partnerships;
3. consider the case for appropriate infrastructure pricing systems to ensure the efficient use of infrastructure and the development of a sustainable modal balance, emphasising technology shift and innovation and taking due account of environmental costs and the impact on growth.

See also integrated guideline 'To facilitate the spread and effective use of ICT and build a fully inclusive information society' (No 9).

Done at Brussels, 14 May 2008.

For the Council
The President
A. BAJUK

ACTS ADOPTED BY BODIES CREATED BY INTERNATIONAL AGREEMENTS

Only the original UN/ECE texts have legal effect under international public law. The status and date of entry into force of this Regulation should be checked in the latest version of the UN/ECE status document TRANS/WP.29/343, available at:
<http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29fdocstts.html>

Regulation No 79 of the Economic Commission for Europe of the United Nations (UN/ECE) — Uniform provisions concerning the approval of vehicles with regard to steering equipment

Addendum 78: Regulation No 79

Revision 2

Incorporating all valid text up to:

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CONTENTS

REGULATION

0. Introduction
1. Scope
2. Definitions
3. Application for approval
4. Approval
5. Construction provisions
6. Test provisions
7. Conformity of production
8. Penalties for non-conformity of production
9. Modification and extension of approval of the vehicle type
10. Production definitely discontinued
11. Names and addresses of technical services responsible for conducting approval tests and of administrative departments

ANNEXES

- Annex 1 — Communication concerning the approval or refusal or extension or withdrawal of approval or production definitely discontinued of a vehicle type with regard to steering equipment pursuant to Regulation No 79
- Annex 2 — Arrangements of approval marks
- Annex 3 — Braking performance for vehicles using the same energy source to supply steering equipment and braking device
- Annex 4 — Additional provisions for vehicles equipped with ASE
- Annex 5 — Provision for trailers having hydraulic steering transmission
- Annex 6 — Special requirements to be applied to the safety aspects of complex electronic vehicle control systems

0. INTRODUCTION

The intention of the Regulation is to establish uniform provisions for the layout and performance of steering systems fitted to vehicles used on the road. Traditionally the major requirement has been that the main steering system contains a positive mechanical link between the steering control, normally the steering wheel, and the road wheels in order to determine the path of the vehicle. The mechanical link, if amply dimensioned, has been regarded as not being liable to failure.

Advancing technology, coupled with the wish to improve occupant safety by elimination of the mechanical steering column, and the production advantages associated with easier transfer of the steering control between left and right hand drive vehicles, has led to a review of the traditional approach and the Regulation is now amended to take account of the new technologies. Accordingly it will now be possible to have steering systems in which there is not any positive mechanical connection between the steering control and the road wheels.

Systems whereby the driver remains in primary control of the vehicle but may be helped by the steering system being influenced by signals initiated on-board the vehicle are defined as 'Advanced Driver Assistance Steering Systems'. Such Systems can incorporate an 'Automatically Commanded Steering Function', for example, using passive infrastructure features to assist the driver in keeping the vehicle on an ideal path (Lane Guidance, Lane Keeping or Heading Control), to assist the driver in manoeuvring the vehicle at low speed in confined spaces or to assist the driver in coming to rest at a pre-defined point (Bus Stop Guidance). Advanced Driver Assistance Steering Systems can also incorporate a 'Corrective Steering Function' that, for example, warns the driver of any deviation from the chosen lane (Lane Departure Warning), corrects the steering angle to prevent departure from the chosen lane (Lane Departure Avoidance) or corrects the steering angle of one or more wheels to improve the vehicle's dynamic behaviour or stability.

In the case of any Advanced Driver Assistance Steering System, the driver can, at all times, choose to override the assistance function by deliberate action, for example, to avoid an unforeseen object in the road.

It is anticipated that future technology will also allow steering to be influenced or controlled by sensors and signals generated either on or off-board the vehicle. This has led to several concerns regarding responsibility for the primary control of the vehicle and the absence of any internationally agreed data transmission protocols with respect to off-board or external control of steering. Therefore, the Regulation does not permit the general approval of systems that incorporate functions by which the steering can be controlled by external signals, for example, transmitted from roadside beacons or active features embedded into the road surface. Such systems, which do not require the presence of a driver, have been defined as 'Autonomous Steering Systems'.

This Regulation also prevents the approval of positive steering of trailers using energy supply and electrical control from the towing vehicle as there are not any standards applicable to energy supply connectors or to control transmission digital information interchange. It is expected that at some time in the future, the International Standards Organization (ISO) Standard, ISO 11992, will be amended to take account of transmission of steering control data.

1. SCOPE

1.1. This Regulation applies to the steering equipment of vehicles of categories M, N and O ⁽¹⁾.

1.2. This Regulation does not apply to:

1.2.1. Steering equipment with a purely pneumatic transmission;

1.2.2. Autonomous Steering Systems as defined in paragraph 2.3.3;

1.2.3. Full power steering systems fitted to trailers where the energy necessary for operation is transmitted from the towing vehicle;

1.2.4. The electrical control of full power steering systems fitted to trailers, other than additional steering equipment as defined in paragraph 2.5.2.4.

2. DEFINITIONS

For the purposes of this Regulation:

2.1. 'Approval of a vehicle' means the approval of a vehicle type with regard to its steering equipment.

2.2. 'Vehicle type' means a vehicle which does not differ with respect to the manufacturer's designation of the vehicle type and in essential characteristics such as:

2.2.1. type of steering equipment, steering control, steering transmission, steered wheels, and energy source.

2.3. 'Steering equipment' means all the equipment the purpose of which is to determine the direction of movement of the vehicle.

The steering equipment consists of:

- The steering control,
- The steering transmission,
- The steered wheels,
- The energy supply, if any.

2.3.1. 'Steering control' means the part of the steering equipment which controls its operation; it may be operated with or without direct intervention of the driver. For steering equipment in which the steering forces are provided solely or partly by the muscular effort of the driver the steering control includes all parts up to the point where the steering effort is transformed by mechanical, hydraulic or electrical means;

⁽¹⁾ As defined in Annex 7 of the Consolidated Resolution on the Construction of Vehicles (R.E.3) (TRANS/SC.1/WP.29/78/Rev.1).

- 2.3.2. 'Steering transmission' means all components which form a functional link between the steering control and the road wheels.

The transmission is divided into two independent functions:

The control transmission and the energy transmission.

Where the term 'transmission' is used alone in this Regulation, it means both the control transmission and the energy transmission. A distinction is drawn between mechanical, electrical and hydraulic transmission systems or combinations thereof, according to the means by which the signals and/or energy is transmitted.

- 2.3.2.1. 'Control transmission' means all components by means of which signals are transmitted for control of the steering equipment.

- 2.3.2.2. 'Energy transmission' means all components by means of which the energy required for control/Regulation of the steering function of the wheels is transmitted.

- 2.3.3. 'Autonomous Steering System' means a system that incorporates a function within a complex electronic control system that causes the vehicle to follow a defined path or to alter its path in response to signals initiated and transmitted from off-board the vehicle. The driver will not necessarily be in primary control of the vehicle.

- 2.3.4. 'Advanced Driver Assistance Steering System' means a system, additional to the main steering system, that provides assistance to the driver in steering the vehicle but in which the driver remains at all times in primary control of the vehicle. It comprises one or both of the following functions:

- 2.3.4.1. 'Automatically commanded steering function' means the function within a complex electronic control system where actuation of the steering system can result from automatic evaluation of signals initiated on-board the vehicle, possibly in conjunction with passive infrastructure features, to generate continuous control action in order to assist the driver in following a particular path, in low speed manoeuvring or parking operations.

- 2.3.4.2. 'Corrective steering function' means the discontinuous control function within a complex electronic control system whereby, for a limited duration, changes to the steering angle of one or more wheels may result from the automatic evaluation of signals initiated on-board the vehicle, in order to maintain the basic desired path of the vehicle or to influence the vehicle's dynamic behaviour.

Systems that do not themselves positively actuate the steering system but that, possibly in conjunction with passive infrastructure features, simply warn the driver of a deviation from the ideal path of the vehicle, or of an unseen hazard, by means of a tactile warning transmitted through the steering control, are also considered to be corrective steering.

- 2.3.5. 'Steered wheels' means the wheels, the alignment of which may be altered directly or indirectly in relation to the longitudinal axis of the vehicle in order to determine the direction of movement of the vehicle. (The steered wheels include the axis around which they are rotated in order to determine the direction of movement of the vehicle);

- 2.3.6. 'Energy supply' includes those parts of the steering equipment which provide it with energy, regulate that energy and where appropriate, process and store it. It also includes any storage reservoirs for the operating medium and the return lines, but not the vehicle's engine (except for the purpose of paragraph 5.3.2.1.) or its drive to the energy source.

- 2.3.6.1. 'Energy source' means the part of the energy supply, which provides the energy in the required form.
- 2.3.6.2. 'Energy reservoir' means that part of the energy supply in which the energy provided by the energy source is stored, for example, a pressurised fluid reservoir or vehicle battery.
- 2.3.6.3. 'Storage reservoir' means that part of the energy supply in which the operating medium is stored at or near to the atmospheric pressure, for example a fluid reservoir.
- 2.4. **Steering parameters**
- 2.4.1. 'Steering control effort' means the force applied to the steering control in order to steer the vehicle.
- 2.4.2. 'Steering time' means the period of time from the beginning of the movement of the steering control to the moment at which the steered wheels have reached a specific steering angle.
- 2.4.3. 'Steering angle' means the angle between the projection of a longitudinal axis of the vehicle and the line of intersection of the wheel plane (being the central plane of the wheel, normal to the axis around which it rotates) and the road surface.
- 2.4.4. 'Steering forces' mean all the forces operating in the steering transmission.
- 2.4.5. 'Mean steering ratio' means the ratio of the angular displacement of the steering control to the mean of the swept steering angle of the steered wheels for a full lock-to-lock turn;
- 2.4.6. 'Turning circle' means the circle within which are located the projections onto the ground plane of all the points of the vehicle, excluding the external mirrors and the front direction indicators, when the vehicle is driven in a circle;
- 2.4.7. 'Nominal radius of steering control' means in the case of a steering wheel the shortest dimension from its centre of rotation to the outer edge of the rim. In the case of any other form of control it means the distance between its centre of rotation and the point at which the steering effort is applied. If more than one such point is provided, the one requiring the greatest effort shall be used.
- 2.5. **Types of steering equipment**
- Depending on the way the steering forces are produced, the following types of equipment are distinguished:
- 2.5.1. For motor vehicles:
- 2.5.1.1. 'Main steering system' means the steering equipment of a vehicle which is mainly responsible for determining the direction of travel. It may comprise:
- 2.5.1.1.1. 'Manual steering equipment' in which the steering forces result solely from the muscular effort of the driver.
- 2.5.1.1.2. 'Power assisted steering equipment' in which the steering forces result from both the muscular effort of the driver and the energy supply (supplies).

- 2.5.1.1.2.1. Steering equipment in which the steering forces result solely from one or more energy supplies when the equipment is intact, but in which the steering forces can be provided by the muscular effort of the driver alone if there is a fault in the steering (integrated power systems), is also considered to be power assisted steering equipment;
- 2.5.1.1.3. 'Full-power steering equipment' in which the steering forces are provided solely by one or more energy supplies;
- 2.5.1.2. 'Self-tracking steering equipment' means a system designed to create a change of steering angle on one or more wheels only when acted upon by forces and/or moments applied through the tyre to road contact.
- 2.5.1.3. 'Auxiliary steering equipment (ASE)' means a system in which the wheels on axle(s) of vehicles of categories M and N are steered in addition to the wheels of the main steering equipment in the same or opposite direction to those of the main steering equipment and/or the steering angle of the front and/or the rear wheels may be adjusted relative to vehicle behaviour.
- 2.5.2. For trailers:
 - 2.5.2.1. 'Self-tracking steering equipment' means a system designed to create a change of steering angle on one or more wheels only when acted upon by forces and/or moments applied through the tyre to road contact.
 - 2.5.2.2. 'Articulated steering' means equipment in which the steering forces are produced by a change in direction of the towing vehicle and in which the movement of the steered trailer wheels is firmly linked to the relative angle between the longitudinal axis of the towing vehicle and that of the trailer;
 - 2.5.2.3. 'Self-steering' means equipment in which the steering forces are produced by a change in direction of the towing vehicle and in which the movement of the steered trailer wheels is firmly linked to the relative angle between the longitudinal axis of the trailer frame or a load replacing it and the longitudinal axis of the sub-frame to which the axle(s) is (are) attached;
 - 2.5.2.4. 'Additional steering equipment' means a system, independent of the main steering system, by which the steering angle of one or more axle(s) of the steering system can be influenced selectively for manoeuvring purposes.
- 2.5.3. Depending on the arrangement of the steered wheels, the following types of steering equipment are distinguished:
 - 2.5.3.1. 'Front-wheel steering equipment' in which only the wheels of the front axle(s) are steered. This includes all wheels which are steered in the same direction.
 - 2.5.3.2. 'Rear-wheel steering equipment' in which only the wheels of the rear axle(s) are steered. This includes all wheels which are steered in the same direction.
 - 2.5.3.3. 'Multi-wheel steering equipment' in which the wheels of one or more of each of the front and the rear axle(s) are steered;
 - 2.5.3.3.1. 'All-wheel steering equipment' in which all the wheels are steered;
 - 2.5.3.3.2. 'Buckle steering equipment' in which the movement of chassis parts relative to each other is directly produced by the steering forces.

2.6. **Types of steering transmission**

Depending on the way the steering forces are transmitted, the following types of steering transmission are distinguished:

- 2.6.1. 'Purely mechanical steering transmission' means a steering transmission in which the steering forces are transmitted entirely by mechanical means.
 - 2.6.2. 'Purely hydraulic steering transmission' means a steering transmission in which the steering forces, somewhere in the transmission, are transmitted only by hydraulic means.
 - 2.6.3. 'Purely electric steering transmission' means a steering transmission in which the steering forces, somewhere in the transmission, are transmitted only through electric means.
 - 2.6.4. 'Hybrid steering transmission' means a steering transmission in which part of the steering forces is transmitted through one and the other part through another of the above mentioned means. However, in the case where any mechanical part of the transmission is designed only to give position feedback and is too weak to transmit the total sum of the steering forces, this system shall be considered to be purely hydraulic or purely electric steering transmission.
- 2.7. 'Electric control line' means the electrical connection which provides the steering control function to the trailer. It comprises the electrical wiring and connector and includes the parts for data communication and the electrical energy supply for the trailer control transmission.

3. APPLICATION FOR APPROVAL

- 3.1. The application for approval of a vehicle type with regard to the steering equipment shall be submitted by the vehicle manufacturer or by his duly accredited representative.
- 3.2. It shall be accompanied by the undermentioned documents in triplicate, and by the following particulars:
 - 3.2.1. a description of the vehicle type with regard to the items mentioned in paragraph 2.2.; the vehicle type shall be specified;
 - 3.2.2. a brief description of the steering equipment with a diagram of the steering equipment as a whole, showing the position on the vehicle of the various devices influencing the steering.
 - 3.2.3. in the case of full power steering systems and systems to which Annex 6 of this Regulation applies, an overview of the system indicating the philosophy of the system and the fail-safe procedures, redundancies and warning systems necessary to ensure safe operation in the vehicle.

The necessary technical files relating to such systems shall be made available for discussion with the type approval authority and/or technical service. Such files will be discussed on a confidential basis.

- 3.3. A vehicle representative of the vehicle type to be approved shall be submitted to the technical service responsible for conducting approval tests.

4. APPROVAL

- 4.1. If the vehicle submitted for approval pursuant to this Regulation meets all relevant requirements given in this Regulation, approval of that vehicle type with regard to the steering equipment shall be granted.

- 4.1.1. The type approval authority shall verify the existence of satisfactory arrangements for ensuring effective control of the conformity of production as given in paragraph 7 of this Regulation, before type approval is granted.
- 4.2. An approval number shall be assigned to each type approved. Its first two digits (at present 01) shall indicate the series of amendments incorporating the most recent major technical amendments made to the Regulation at the time of issue of the approval. The same Contracting Party shall not assign this number to another vehicle type or to the same vehicle type submitted with different steering equipment from that described in the documents required by paragraph 3.
- 4.3. Notice of approval or of extension or refusal of approval of a vehicle type pursuant to this Regulation shall be communicated to the Parties to the 1958 Agreement which apply this Regulation, by means of a form conforming to the model in Annex 1 to this Regulation.
- 4.4. There shall be affixed, conspicuously and in a readily accessible place specified on the approval form, to every vehicle conforming to a vehicle type approved under this Regulation, an international approval mark consisting of:
- 4.4.1. a circle surrounding the letter 'E' followed by the distinguishing number of the country which has granted approval ⁽¹⁾
- 4.4.2. the number of this Regulation, followed by the letter 'R', a dash and the approval number to the right of the circle prescribed in paragraph 4.4.1.
- 4.5. If the vehicle conforms to a vehicle type approved, under one or more other Regulations annexed to the Agreement, in the country which has granted approval under this Regulation, the symbol prescribed in paragraph 4.4.1. need not be repeated; in such a case the Regulation and approval numbers and the additional symbols of all the Regulations under which approval has been granted in the country which has granted approval under this Regulation shall be placed in vertical columns to the right of the symbol prescribed in paragraph 4.4.1.
- 4.6. The approval mark shall be clearly legible and shall be indelible.
- 4.7. The approval mark shall be placed close to or on the vehicle data plate affixed by the manufacturer.
- 4.8. Annex 2 to this Regulation gives examples of arrangements of approval marks.

⁽¹⁾ 1 for Germany, 2 for France, 3 for Italy, 4 for the Netherlands, 5 for Sweden, 6 for Belgium, 7 for Hungary, 8 for the Czech Republic, 9 for Spain, 10 for Serbia and Montenegro, 11 for the United Kingdom, 12 for Austria, 13 for Luxembourg, 14 for Switzerland, 15 (vacant), 16 for Norway, 17 for Finland, 18 for Denmark, 19 for Romania, 20 for Poland, 21 for Portugal, 22 for the Russian Federation, 23 for Greece, 24 for Ireland, 25 for Croatia, 26 for Slovenia, 27 for Slovakia, 28 for Belarus, 29 for Estonia, 30 (vacant), 31 for Bosnia and Herzegovina, 32 for Latvia, 33 (vacant), 34 for Bulgaria, 35 (vacant), 36 for Lithuania, 37 for Turkey, 38 (vacant), 39 for Azerbaijan, 40 for The former Yugoslav Republic of Macedonia, 41 (vacant), 42 for the European Community (Approvals are granted by its Member States using their respective ECE symbol), 43 for Japan, 44 (vacant), 45 for Australia, 46 for Ukraine, 47 for South Africa, 48 for New Zealand, 49 for Cyprus, 50 for Malta and 51 for the Republic of Korea. Subsequent numbers shall be assigned to other countries in the chronological order in which they ratify or accede to the Agreement Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, and the numbers thus assigned shall be communicated by the Secretary-General of the United Nations to the Contracting Parties to the Agreement.

5. CONSTRUCTION PROVISIONS

5.1. **General provisions**

5.1.1. The steering system shall ensure easy and safe handling of the vehicle up to its maximum design speed or in case of a trailer up to its technically permitted maximum speed. There must be a tendency to self-centre when tested in accordance with paragraph 6.2. with the intact steering equipment. The vehicle shall meet the requirements of paragraph 6.2. in the case of motor vehicles and of paragraph 6.3. in the case of trailers. If a vehicle is fitted with an auxiliary steering system, it shall also meet the requirements of Annex 4. Trailers equipped with hydraulic steering transmissions shall comply also with Annex 5.

5.1.2. It must be possible to travel along a straight section of road without unusual steering correction by the driver and without unusual vibration in the steering system at the maximum design speed of the vehicle.

5.1.3. The direction of operation of the steering control shall correspond to the intended change of direction of the vehicle and there shall be a continuous relationship between the steering control deflection and the steering angle. These requirements do not apply to systems that incorporate an automatically commanded or corrective steering function, or to auxiliary steering equipment.

These requirements may also not necessarily apply in the case of full power steering when the vehicle is stationary and when the system is not energised.

5.1.4. The steering equipment shall be designed, constructed and fitted in such a way that it is capable of withstanding the stresses arising during normal operation of the vehicle, or combination of vehicles. The maximum steering angle shall not be limited by any part of the steering transmission unless specifically designed for this purpose. Unless otherwise specified, it will be assumed that for the purpose of this Regulation, not more than one failure can occur in the steering equipment at any one time and two axles on one bogie shall be considered as one axle.

5.1.5. The effectiveness of the steering equipment, including the electrical control lines, shall not be adversely affected by magnetic or electric fields. Conformity with the technical requirements of Regulation No 10, to the amendment in force at the time of Type Approval shall be demonstrated.

5.1.6. Advanced driver assistance steering systems shall only be approved in accordance with this Regulation where the function does not cause any deterioration in the performance of the basic steering system. In addition they shall be designed such that the driver may, at any time and by deliberate action, override the function.

5.1.6.1. Whenever the Automatically Commanded Steering function becomes operational, this shall be indicated to the driver and the control action shall be automatically disabled if the vehicle speed exceeds the set limit of 10 km/h by more than 20 per cent or the signals to be evaluated are no longer being received. Any termination of control shall produce a short but distinctive driver warning by a visual signal and either an acoustic signal or by imposing a tactile warning signal on the steering control.

5.1.7. *Steering transmission*

5.1.7.1. Adjustment devices for steering geometry must be such that after adjustment a positive connection can be established between the adjustable components by appropriate locking devices.

5.1.7.2. Steering transmission which can be disconnected to cover different configurations of a vehicle (e.g. on extendable semi-trailers), must have locking devices which ensure positive relocation of components; where locking is automatic, there must be an additional safety lock which is operated manually.

5.1.8. *Steered wheels*

The steered wheels shall not be solely the rear wheels. This requirement does not apply to semi-trailers.

5.1.9. *Energy supply*

The same energy supply may be used for the steering equipment and other systems. However in the case of a failure in any system which shares the same energy supply steering shall be ensured in accordance with the relevant failure conditions of paragraph 5.3.

5.1.10. *Control systems*

The requirements of Annex 6 shall be applied to the safety aspects of electronic vehicle control systems that provide or form part of the control transmission of the steering function including advanced driver assistance steering systems. However, systems or functions, that use the steering system as the means of achieving a higher level objective, are subject to Annex 6 only insofar as they have a direct effect on the steering system. If such systems are provided, they shall not be deactivated during type approval testing of the steering system.

5.2. **Special provisions for trailers**

5.2.1. Trailers (with the exception of semi-trailers and centre-axle trailers) which have more than one axle with steered wheels and semi-trailers and centre-axle trailers which have at least one axle with steered wheels must fulfil the conditions given in paragraph 6.3. However, for trailers with self-tracking steering equipment a test under paragraph 6.3. is not necessary if the axle load ratio between the unsteered and the self-tracking axles equals or exceeds 1.6. under all loading conditions.

However for trailers with self-tracking steering equipment, the axle load ratio between unsteered or articulated steered axles and friction-steered axles shall be at least 1 under all loading conditions.

5.2.2. If the towing vehicle of a vehicle combination is driving straight ahead, the trailer and towing vehicle must remain aligned. If alignment is not retained automatically, the trailer must be equipped with a suitable adjustment facility for maintenance.

5.3. **Failure provisions and performance**

5.3.1. *General*

5.3.1.1. For the purposes of this Regulation the steered wheels, the steering control and all mechanical parts of the steering transmission shall not be regarded as liable to breakage if they are amply dimensioned, are readily accessible for maintenance, and exhibit safety features at least equal to those prescribed for other essential components (such as the braking system) of the vehicle. Where the failure of any such part would be likely to result in loss of control of the vehicle, that part must be made of metal or of a material with equivalent characteristics and must not be subject to significant distortion in normal operation of the steering system.

- 5.3.1.2. The requirements of paragraphs 5.1.2., 5.1.3. and 6.2.1. shall also be satisfied with a failure in the steering equipment as long as the vehicle can be driven with the speeds required in the respective paragraphs.

In this case paragraph 5.1.3. shall not apply for full power steering systems when the vehicle is stationary.

- 5.3.1.3. Any failure in a transmission other than purely mechanical must clearly be brought to the attention of the vehicle driver as given in paragraph 5.4. When a failure occurs, a change in the average steering ratio is permissible if the steering effort given in paragraph 6.2.6. is not exceeded.

- 5.3.1.4. In the case where the braking system of the vehicle shares the same energy source as the steering system and this energy source fails, the steering system shall have priority and shall be capable of meeting the requirements of paragraphs 5.3.2. and 5.3.3. as applicable. In addition the braking performance on the first subsequent application, shall not drop below the prescribed service brake performance, as given in paragraph 2. of Annex 3 of this Regulation.

- 5.3.1.5. In the case where the braking system of the vehicle shares the same energy supply as the steering system and there is a failure in the energy supply, the steering system shall have priority and shall be capable of meeting the requirements of paragraphs 5.3.2. and 5.3.3. as applicable. In addition the braking performance on the first subsequent application shall comply with the prescriptions of paragraph 3. of Annex 3 of this Regulation.

- 5.3.1.6. In the case of trailers the requirements of paragraphs 5.2.2. and 6.3.4.1. shall also be met when there is a failure in the steering system.

5.3.2. *Power assisted steering systems*

- 5.3.2.1. Should the engine stop or a part of the transmission fail, with the exception of those parts listed in paragraph 5.3.1.1., there shall be no immediate changes in steering angle. As long as the vehicle is capable of being driven at a speed greater than 10 km/h the requirements given in paragraph 6., relating to a system with a failure, shall be met.

5.3.3. *Full power steering systems*

- 5.3.3.1. The system shall be designed such that the vehicle cannot be driven indefinitely at speeds above 10 km/h where there is any fault which requires operation of the warning signal referred to in paragraph 5.4.2.1.1.

- 5.3.3.2. In case of a failure within the control transmission, with the exception of those parts listed in paragraph 5.1.4., it shall still be possible to steer with the performance laid down in paragraph 6. for the intact steering system.

- 5.3.3.3. In the event of a failure of the energy source of the control transmission, it shall be possible to carry out at least 24 'figure of eight' manoeuvres, where each loop of the figure is 40 m diameter at 10 km/h speed and at the performance level given for an intact system in paragraph 6.

The test manoeuvres shall begin at an energy storage level given in paragraph 5.3.3.5.

- 5.3.3.4. In the event of a failure within the energy transmission, with the exception of those parts listed in paragraph 5.3.1.1., there shall not be any immediate changes in steering angle. As long as the vehicle is capable of being driven at a speed greater than 10 km/h the requirements of paragraph 6. for the system with a failure shall be met after the completion of at least 25 'figure of eight' manoeuvres at 10 km/h minimum speed, where each loop of the figure is 40 m diameter.

The test manoeuvres shall begin at an energy storage level given in paragraph 5.3.3.5.

- 5.3.3.5. The energy level to be used for the tests referred to in paragraphs 5.3.3.3. and 5.3.3.4. shall be the energy storage level at which a failure is indicated to the driver.

In the case of electrically powered systems subject to Annex 6, this level shall be the worst case situation outlined by the manufacturer in the documentation submitted in connection with Annex 6 and shall take into account the effects of e.g. temperature and ageing on battery performance.

5.4. **Warning signals**

5.4.1. *General provisions*

- 5.4.1.1. Any fault which impairs the steering function and is not mechanical in nature must be signalled clearly to the driver of the vehicle.

Despite the requirements of 5.1.2. the deliberate application of vibration in the steering system may be used as an additional indication of a fault condition in this system.

In the case of a motor vehicle, an increase in steering force is considered to be a warning indication; in the case of a trailer, a mechanical indicator is permitted.

- 5.4.1.2. If the same energy source is used to supply the steering system and other systems, an acoustic or optical warning shall be given to the driver, when the stored energy/fluid in the energy/storage reservoir drops to a level liable to cause an increase in steering effort. This warning may be combined with a device provided to warn of brake failure if the brake system uses the same energy source. The satisfactory condition of the warning device must be easily verifiable by the driver.

5.4.2. Special provisions for full-power steering equipment

- 5.4.2.1. Power-driven vehicles shall be capable of providing steering failure and defect warning signals, as follows:

- 5.4.2.1.1. A red warning signal, indicating failures defined in paragraph 5.3.1.3. within the main steering equipment.

- 5.4.2.1.2. Where applicable, a yellow warning signal indicating an electrically detected defect within the steering equipment, which is not indicated by the red warning signal.

- 5.4.2.1.3. If a symbol is used, it must comply with symbol J 04, ISO/IEC registration number 7000-2441 as defined in ISO 2575:2000.

- 5.4.2.1.4. The warning signal(s) mentioned above shall light up when the electrical equipment of the vehicle (and the steering system) is energised. With the vehicle stationary, the steering system shall verify that none of the specified failures or defects is present before extinguishing the signal.

Specified failures or defects which should activate the warning signal mentioned above, but which are not detected under static conditions, shall be stored upon detection and be displayed at start-up and at all times when the ignition (start) switch is in the 'on' (run) position, as long as the failure persists.

- 5.4.3. In the case where additional steering equipment is in operation and/or where the steering angle generated by that equipment has not been returned to normal driving position a warning signal must be given to the driver.

5.5. **Provisions for the periodic technical inspection of steering equipment**

- 5.5.1. As far as practicable and subject to agreement between the vehicle manufacturer and the type approval authority, the steering equipment and its installation shall be so designed that, without disassembly, its operation can be checked with, if necessary, commonly used measuring instruments, methods or test equipment.

- 5.5.2. It must be possible to verify in a simple way the correct operational status of those Electronic Systems, which have control over steering. If special information is needed, this shall be made freely available.

- 5.5.2.1. At the time of Type Approval the means implemented to protect against simple unauthorized modification to the operation of the verification means chosen by the manufacturer (e.g. warning signal) shall be confidentially outlined.

Alternatively this protection requirement is fulfilled when a secondary means of checking the correct operational status is available.

6. TEST PROVISIONS

6.1. **General provisions**

- 6.1.1. The test shall be conducted on a level surface affording good adhesion.

- 6.1.2. During the test(s), the vehicle shall be loaded to its technically permissible maximum mass and its technically permissible maximum load on the steered axle(s).

In the case of axles fitted with ASE, this test shall be repeated with the vehicle loaded to its technically permissible maximum mass and the axle equipped with ASE loaded to its maximum permissible mass.

- 6.1.3. Before the test begins, the tyre pressures shall be as prescribed by the manufacturer for the mass specified in paragraph 6.1.2. when the vehicle is stationary.

- 6.1.4. In the case of any systems that use electrical energy for part or all of the energy supply, all performance tests shall be carried out under conditions of actual or simulated electrical load of all essential systems or systems components which share the same energy supply. Essential systems shall comprise at least lighting systems, windscreen wipers, engine management and braking systems.

6.2. **Provisions for motor vehicles**

- 6.2.1. It must be possible to leave a curve with a radius of 50 m at a tangent without unusual vibration in the steering equipment at the following speed:

Category M₁ vehicles: 50 km/h

Category M₂, M₃, N₁, N₂ and N₃ vehicles: 40 km/h or the maximum design speed if this is below the speeds given above.

- 6.2.2. When the vehicle is driven in a circle with its steered wheels at approximately half lock and a constant speed of at least 10 km/h, the turning circle must remain the same or become larger if the steering control is released.

- 6.2.3. During the measurement of control effort, forces with a duration of less than 0.2 seconds shall not be taken into account.
- 6.2.4. The measurement of steering efforts on motor vehicles with intact steering equipment.
- 6.2.4.1. The vehicle shall be driven from straight ahead into a spiral at a speed of 10 km/h. The steering wheel control effort shall be measured at the nominal radius of the steering control until the position of the steering control corresponds to turning radius given in the table below for the particular category of vehicle with intact steering. One steering movement shall be made to the right and one to the left.
- 6.2.4.2. The maximum permitted steering time and the maximum permitted steering control effort with intact steering equipment are given in the table below for each category of vehicle.
- 6.2.5. The measurement of steering efforts on motor vehicles with a failure in the steering equipment.
- 6.2.5.1. The test described in paragraph 6.2.4. shall be repeated with a failure in the steering equipment. The steering effort shall be measured until the position of the steering control corresponds to the turning radius given in the table below for the particular category of vehicle with a failure in the steering equipment.
- 6.2.5.2. The maximum permitted steering time and the maximum permitted steering control effort with a failure in the steering equipment are given in the table below for each category of vehicle.

Table

Steering control effort requirements

Vehicle Category	Intact			With a failure		
	Maximum effort (daN)	Time (s)	Turning radius (m)	Maximum effort (daN)	Time (s)	Turning radius (m)
M ₁	15	4	12	30	4	20
M ₂	15	4	12	30	4	20
M ₃	20	4	12 (**)	45 (*)	6	20
N ₁	20	4	12	30	4	20
N ₂	25	4	12	40	4	20
N ₃	20	4	12 (**)	45 (*)	6	20

(*) 50 for rigid vehicles with 2 or more steered axles excluding self tracking equipment

(**) or full lock if 12 m radius is not attainable.

6.3. Provisions for trailers

- 6.3.1. The trailer must travel without excessive deviation or unusual vibration in its steering equipment when the towing vehicle is travelling in a straight line on a flat and horizontal road at a speed of 80 km/h or the technically permissible maximum speed indicated by the trailer manufacturer if this is less than 80 km/h.

- 6.3.2. With the towing vehicle and trailer having adopted a steady state turn corresponding to a turning circle radius of 25 m (see paragraph 2.4.6.) at a constant speed of 5 km/h, the circle described by the rearmost outer edge of the trailer shall be measured. This manoeuvre shall be repeated under the same conditions but at a speed of $25 \text{ km/h} \pm 1 \text{ km/h}$. During these manoeuvres, the rearmost outer edge of the trailer travelling at a speed of $25 \text{ km/h} \pm 1 \text{ km/h}$ shall not move outside the circle described at a constant speed of 5 km/h by more than 0.7 m.
- 6.3.3. No part of the trailer shall move more than 0.5 m beyond the tangent to a circle with a radius of 25 m when towed by a vehicle leaving the circular path described in paragraph 6.3.2. along the tangent and travelling at a speed of 25 km/h. This requirement must be met from the point the tangent meets the circle to a point 40 m along the tangent. After that point the trailer shall fulfil the condition specified in paragraph 6.3.1.
- 6.3.4. The annular ground area swept by the towing vehicle/trailer combination with an intact steering system, driving at no more than 5 km/h in a constant radius circle with the front outer corner of the towing vehicle describing a radius of $0.67 \times \text{vehicle combination length}$ but not less than 12.5 m is to be measured.
- 6.3.4.1. If, with a fault in the steering system, the measured swept annular width is $> 8.3 \text{ m}$, then this must not be an increase of more than 15 per cent compared with the corresponding value measured with the intact steering system.

There shall not be any increase in the outer radius of the swept annular width.

- 6.3.5. The tests described in paragraphs 6.3.2., 6.3.3. and 6.3.4. shall be conducted in both clockwise and anti-clockwise directions.

7. CONFORMITY OF PRODUCTION

The Conformity of Production Procedures shall comply with those set out in the 1958 Agreement, Appendix 2 (E/ECE/324-E/ECE/TRANS/505/Rev.2), with the following requirements:

- 7.1. The holder of the approval must ensure that results of the conformity of production tests are recorded and that the annexed documents remain available for a period determined in agreement with the approval authority or technical service. This period must not exceed 10 years counted from the time when production is definitely discontinued.
- 7.2. The type approval authority or technical service which has granted type approval may at any time verify the conformity control methods applied in each production facility. The normal frequency of these verifications shall be once every two years.

8. PENALTIES FOR NON-CONFORMITY OF PRODUCTION

- 8.1. The approval granted in respect of a vehicle type pursuant to this Regulation may be withdrawn if the requirement laid down in paragraph 7.1. is not complied with or if sample vehicles fail to comply with the requirements of paragraph 6. of this Regulation.
- 8.2. If a Contracting Party to the Agreement applying this Regulation withdraws an approval it has previously granted, it shall forthwith so notify the other Contracting Parties applying this Regulation, by means of a communication form conforming to the model in Annex 1 to this Regulation.

9. MODIFICATION AND EXTENSION OF APPROVAL OF THE VEHICLE TYPE
- 9.1. Every modification of the vehicle type shall be notified to the approval authority which granted the approval. The approval authority may then either:
- 9.1.1. Consider that the modifications made are unlikely to have an appreciable adverse effect and that in any case the vehicle still complies with the requirements; or
- 9.1.2. Require a further test report from the technical service responsible for conducting the tests.
- 9.2. Confirmation or extension or refusal of approval, specifying the alterations, shall be communicated by the procedure specified in paragraph 4.3. to the parties to the Agreement applying this Regulation.
- 9.3. The approval authority issuing the extension of approval shall assign a series number for such an extension and inform thereof the other Parties to the 1958 Agreement applying this Regulation by means of a communication form conforming to the model in Annex 1 to this Regulation.
10. PRODUCTION DEFINITELY DISCONTINUED
- If the holder of the approval completely ceases to manufacture a type of vehicle approved in accordance with this Regulation, he shall so inform the authority which granted the approval. Upon receiving the relevant communication that authority shall inform thereof the other Parties to the 1958 Agreement applying this Regulation by means of a communication form conforming to the model in Annex 1 to this Regulation.
11. NAMES AND ADDRESSES OF TECHNICAL SERVICES RESPONSIBLE FOR CONDUCTING APPROVAL TESTS AND OF ADMINISTRATIVE DEPARTMENTS
- The Parties to the 1958 Agreement applying this Regulation shall communicate to the United Nations Secretariat the names and addresses of the technical services responsible for conducting approval tests and of the administrative departments which grant approval and to which forms certifying approval or extension or refusal or withdrawal of approval, issued in other countries, are to be sent.
-

ANNEX 1

COMMUNICATION

(Maximum format: A4 (210 × 297 mm))



issued by: Name of administration:

.....

.....

.....

concerning ⁽²⁾: APPROVAL GRANTED
 APPROVAL EXTENDED
 APPROVAL REFUSED
 APPROVAL WITHDRAWN
 PRODUCTION DEFINITELY DISCONTINUED

of a vehicle type with regard to steering equipment pursuant to Regulation No 79

Approval No Extension No

1. Trade name or mark of vehicle
2. Vehicle type
3. Manufacturer's name and address
4. If applicable, name and address of manufacturer's representative
5. Brief description of the steering equipment
- 5.1. Type of steering equipment
- 5.2. Steering control
- 5.3. Steering transmission
- 5.4. Steered wheels
- 5.5. Energy source
6. Results of tests, vehicle characteristics
- 6.1. Steering effort required to achieve a turning circle of 12 m radius with an intact system and 20 m radius with a system in the failed condition
- 6.1.1. Under normal conditions
- 6.1.2. After failure of special equipment
- 6.2. Other tests required by this Regulation pass/fail ⁽²⁾
- 6.3. Adequate documentation in accordance with Annex 6 was supplied in respect of the following parts of the steering system
7. Vehicle submitted for approval on
8. Technical service responsible for conducting approval tests
9. Date of report issued by that service
10. Number of report issued by that service

11. Approval granted/extended/refused/withdrawn ⁽²⁾
12. Position of approval mark on vehicle
.....
13. Place
14. Date
15. Signature
16. Annexed to this communication is a list of documents in the approval file deposited at the administration services having delivered the approval and which can be obtained upon request.

⁽¹⁾ Distinguishing number of the country which has granted/extended/refused/withdrawn approval (see approval provisions in the Regulation).

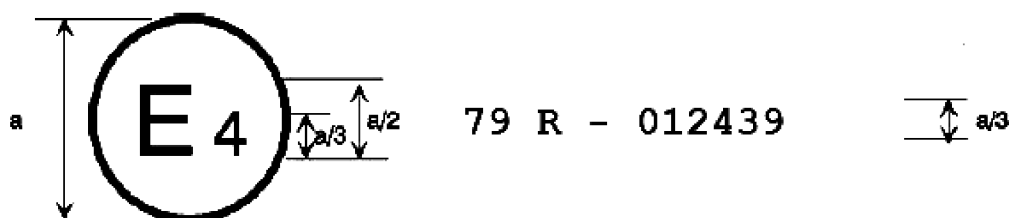
⁽²⁾ Strike out what does not apply.

ANNEX 2

ARRANGEMENTS OF APPROVAL MARKS

MODEL A

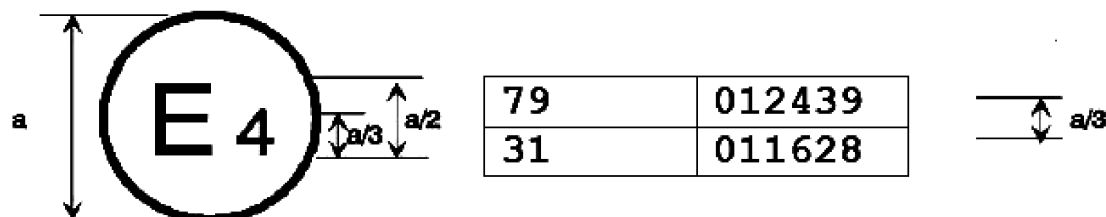
(See paragraph 4.4 of this Regulation)

 $a = 8 \text{ mm min}$

The above approval mark affixed to a vehicle shows that the vehicle type concerned has, with regard to steering equipment, been approved in the Netherlands (E4) pursuant to Regulation No 79 under approval No 012439. The approval number indicates that the approval was granted in accordance with the requirements of Regulation No 79 incorporating the 01 series of amendments.

MODEL B

(See paragraph 4.5 of this Regulation)

 $a = 8 \text{ mm min}$

The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in the Netherlands (E4) pursuant to Regulations Nos 79 and 31 ⁽¹⁾. The approval numbers indicate that, at the dates when the respective approvals were given, Regulation No 79 incorporating the 01 series of amendments and Regulation No 31 included the 01 series of amendments.

⁽¹⁾ The second number is given merely as an example.

ANNEX 3

Braking performance for vehicles using the same energy source to supply steering equipment and braking device

1. For tests carried out in accordance with this Annex the following vehicle conditions shall be met:
 - 1.1. The vehicle shall be loaded to its technically permissible maximum mass distributed between the axles as declared by the vehicle manufacturer. Where provision is made for several arrangements of the mass on the axles, the distribution of the maximum mass between the axles shall be such that the mass on each axle is proportional to the maximum permissible mass for each axle. In the case of tractors for semi-trailers, the mass may be repositioned approximately half way between the kingpin position resulting from the above loading conditions and the centreline of the rear axle(s).
 - 1.2. The tyres shall be inflated to the cold inflation pressure prescribed for the mass to be borne by the tyres when the vehicle is stationary.
 - 1.3. Before the start of the tests the brakes shall be cold, that is, with a disc or outer brake drum surface temperature less than 100°C.
2. If an energy source failure occurs, service braking performance on the first brake application shall achieve the values given in the table below.

Category	V (km/h)	m/s ²	FdaN
M ₁	80	5,8	50
M ₂ and M ₃	60	5,0	70
N ₁	80	5,0	70
N ₂ and N ₃	60	5,0	70

3. After any failure in the steering equipment, or the energy supply, it shall be possible after eight full stroke actuations of the service brake control, to achieve at the ninth application, at least the performance prescribed for the secondary (emergency) braking system (see table below).

In the case where secondary performance requiring the use of stored energy is achieved by a separate control, it shall still be possible after eight full stroke actuations of the service brake control to achieve at the ninth application, the residual performance (see table below).

Secondary and residual efficiency

Category	V km/h	Secondary braking m/s ²	Residual braking m/s ²
M ₁	80	2,9	1,7
M ₂	60	2,5	1,5
M ₃	60	2,5	1,5
N ₁	70	2,2	1,3
N ₂	50	2,2	1,3
N ₃	40	2,2	1,3

ANNEX 4

Additional provisions for vehicles equipped with ASE**1. GENERAL PROVISIONS**

Vehicles fitted with auxiliary steering equipment (ASE) in addition to the requirements given in the body of this Regulation shall also comply with the provisions of this Annex.

2. SPECIFIC PROVISIONS**2.1. Transmission****2.1.1. Mechanical steering transmissions**

Paragraph 5.3.1.1. of this Regulation applies.

2.1.2. Hydraulic steering transmissions

The hydraulic steering transmission must be protected from exceeding the maximum permitted service pressure T.

2.1.3. Electric steering transmissions

The electric steering transmission must be protected from excess energy supply.

2.1.4. Combination of steering transmissions

A combination of mechanical, hydraulic and electric transmissions shall comply with the requirements specified in paragraphs 2.1.1., 2.1.2. and 2.1.3. above.

2.2. Testing requirements for failure**2.2.1. Malfunction or failure of any part of the ASE (except for parts not considered to be susceptible to breakdown as specified in paragraph 5.3.1.1. of this Regulation) shall not result in a sudden significant change in vehicle behaviour and the relevant requirements of paragraph 6 of this Regulation shall still be met. Furthermore, it must be possible to control the vehicle without abnormal steering correction. This shall be verified by the following tests:****2.2.1.1. Circular test**

The vehicle shall be driven into a test circle with a radius 'R' m and a speed 'v' km/h corresponding to its category and the values given in the table below:

Vehicle category	R ⁽¹⁾	V ⁽¹⁾ ⁽²⁾
M ₁ and N ₁	100	80
M ₂ and N ₂	50	50
M ₃ and N ₃	50	45

⁽¹⁾ If the ASE is in a mechanically locked position at this specified speed, the test speed will be modified to correspond to the maximum speed where the system is functioning. Maximum speed means the speed when the ASE becomes locked minus 5 km/h.

⁽²⁾ If the dimensional characteristics of the vehicle imply an overturning risk, the manufacturer shall provide to the Technical Service behaviour simulation data demonstrating a lower maximum safe speed for conducting the test. Then the Technical Service will choose this test speed.

⁽³⁾ If, due to the configuration of the test site, the values of the radii cannot be observed, the tests may be carried out on tracks with other radii, (maximum variation: ± 25 per cent) provided that the speed is varied to obtain the transverse acceleration resulting from the radius and speed indicated in the table for the particular category of vehicle.

The failure shall be introduced when the specified test speed has been reached. The test shall include driving in a clockwise direction, and in a counter-clockwise direction.

2.2.1.2. Transient test

2.2.1.2.1. Until uniform test procedures have been agreed, the vehicle manufacturer shall provide the technical services with their test procedures and results for transient behaviour of the vehicle in the case of failure.

2.3. **Warning signals in case of failure**

2.3.1. Except for parts of ASE not considered susceptible to breakdown as specified in paragraph 5.3.1.1. of this Regulation, the following failure of ASE shall be clearly brought to the attention of the driver.

2.3.1.1. A general cut-off of the ASE electrical or hydraulic control.

2.3.1.2. Failure of the ASE energy supply.

2.3.1.3. A break in the external wiring of the electrical control if fitted.

ANNEX 5

Provisions for trailers having hydraulic steering transmissions

1. GENERAL PROVISIONS

Vehicles fitted with hydraulic steering transmission, in addition to the requirements given in the body of this Regulation shall also comply with the provisions of this Annex.

2. SPECIFIC PROVISIONS

2.1. Performance of hydraulic lines and hose assemblies.

2.1.1. The hydraulic lines of hydraulic transmission shall be capable of a burst pressure at least four times the maximum normal service pressure (T) specified by the vehicle manufacturer. Hose assemblies shall comply with ISO Standards 1402:1994, 6605:1986 and 7751: 1991.

2.2. In systems dependent on an energy supply.

2.2.1. The energy supply must be protected from excess pressure by a pressure limiting valve which operates at the pressure T.

2.3. Protection of steering transmission.

2.3.1. The steering transmission must be protected from excess pressure by a pressure limiting valve which operates at between 1,5 T and 2,2 T.

ANNEX 6

Special requirements to be applied to the Safety Aspects of Complex Electronic Vehicle Control Systems

1. GENERAL

This Annex defines the special requirements for documentation, fault strategy and verification with respect to the safety aspects of Complex Electronic Vehicle Control Systems (paragraph 2.3 below) as far as this Regulation is concerned.

This Annex may also be called, by special paragraphs in this Regulation, for safety related functions which are controlled by electronic system(s).

This Annex does not specify the performance criteria for 'The System' but covers the methodology applied to the design process and the information which must be disclosed to the technical service, for type approval purposes.

This information shall show that 'The System' respects, under normal and fault conditions, all the appropriate performance requirements specified elsewhere in this Regulation.

2. DEFINITIONS

For the purposes of this Annex,

- 2.1. 'Safety concept' is a description of the measures designed into the system, for example within the electronic units, so as to address system integrity and thereby ensure safe operation even in the event of an electrical failure. The possibility of a fall-back to partial operation or even to a back-up system for vital vehicle functions may be a part of the safety concept.

- 2.2. 'Electronic control system' means a combination of units, designed to co-operate in the production of the stated vehicle control function by electronic data processing. Such systems, often controlled by software, are built from discrete functional components such as sensors, electronic control units and actuators and connected by transmission links. They may include mechanical, electro-pneumatic or electro-hydraulic elements. 'The System', referred to herein, is the one for which type approval is being sought.

- 2.3. 'Complex electronic vehicle control systems' are those electronic control systems which are subject to a hierarchy of control in which a controlled function may be over-ridden by a higher level electronic control system/-function.

A function which is over-ridden becomes part of the complex system.

- 2.4. 'Higher-Level control' systems/functions are those which employ additional processing and/or sensing provisions to modify vehicle behaviour by commanding variations in the normal function(s) of the vehicle control system.

This allows complex systems to automatically change their objectives with a priority which depends on the sensed circumstances.

- 2.5. 'Units' are the smallest divisions of system components which will be considered in this Annex, since these combinations of components will be treated as single entities for purposes of identification, analysis or replacement.

- 2.6. 'Transmission links' are the means used for inter-connecting distributed units for the purpose of conveying signals, operating data or an energy supply.

This equipment is generally electrical but may, in some part, be mechanical, pneumatic or hydraulic.

2.7. 'Range of control' refers to an output variable and defines the range over which the system is likely to exercise control.

2.8. 'Boundary of functional operation' defines the boundaries of the external physical limits within which the system is able to maintain control.

3. DOCUMENTATION

3.1. Requirements

The manufacturer shall provide a documentation package which gives access to the basic design of 'The System' and the means by which it is linked to other vehicle systems or by which it directly controls output variables.

The function(s) of 'The System' and the safety concept, as laid down by the manufacturer, shall be explained.

Documentation shall be brief, yet provide evidence that the design and development has had the benefit of expertise from all the system fields which are involved.

For periodic technical inspections, the documentation shall describe how the current operational status of 'The System' can be checked.

3.1.1. Documentation shall be made available in two parts:

(a) the formal documentation package for the approval, containing the material listed in paragraph 3. (with the exception of that of paragraph 3.4.4) which shall be supplied to the technical service at the time of submission of the type approval application. This will be taken as the basic reference for the verification process set out in paragraph 4. of this Annex;

(b) additional material and analysis data of paragraph 3.4.4 which shall be retained by the manufacturer, but made open for inspection at the time of type approval.

3.2. Description of the functions of 'The System'

A description shall be provided which gives a simple explanation of all the control functions of 'The System' and the methods employed to achieve the objectives, including a statement of the mechanism(s) by which control is exercised.

3.2.1. A list of all input and sensed variables shall be provided and the working range of these defined.

3.2.2. A list of all output variables which are controlled by 'The System' shall be provided and an indication given, in each case, of whether the control is direct or via another vehicle system. The range of control (paragraph 2.7) exercised on each such variable shall be defined.

3.2.3. Limits defining the boundaries of functional operation (paragraph 2.8) shall be stated where appropriate to system performance.

3.3. System layout and schematics

3.3.1. Inventory of components

A list shall be provided, collating all the units of 'The System' and mentioning the other vehicle systems which are needed to achieve the control function in question.

An outline schematic showing these units in combination, shall be provided with both the equipment distribution and the interconnections made clear.

3.3.2. Functions of the units

The function of each unit of 'The System' shall be outlined and the signals linking it with other units or with other vehicle systems shall be shown. This may be provided by a labelled block diagram or other schematic, or by a description aided by such a diagram.

3.3.3. Interconnections

Interconnections within 'The System' shall be shown by a circuit diagram for the electric transmission links, by a piping diagram for pneumatic or hydraulic transmission equipment and by a simplified diagrammatic layout for mechanical linkages.

3.3.4. Signal flow and priorities

There shall be a clear correspondence between these transmission links and the signals carried between Units.

Priorities of signals on multiplexed data paths shall be stated wherever priority may be an issue affecting performance or safety as far as this Regulation is concerned.

3.3.5. Identification of units

Each unit shall be clearly and unambiguously identifiable (e.g. by marking for hardware and marking or software output for software content) to provide corresponding hardware and documentation association.

Where functions are combined within a single unit or indeed within a single computer, but shown in multiple blocks in the block diagram for clarity and ease of explanation, only a single hardware identification marking shall be used.

The manufacturer shall, by the use of this identification, affirm that the equipment supplied conforms to the corresponding document.

3.3.5.1. The identification defines the hardware and software version and, where the latter changes such as to alter the function of the Unit as far as this Regulation is concerned, this identification shall also be changed.

3.4. Safety concept of the manufacturer

3.4.1. The manufacturer shall provide a statement which affirms that the strategy chosen to achieve 'The System' objectives will not, under non-fault conditions, prejudice the safe operation of systems which are subject to the prescriptions of this Regulation.

3.4.2. In respect of software employed in 'The System', the outline architecture shall be explained and the design methods and tools used shall be identified. The manufacturer shall be prepared, if required, to show some evidence of the means by which they determined the realisation of the system logic, during the design and development process.

3.4.3. The Manufacturer shall provide the technical authorities with an explanation of the design provisions built into 'The System' so as to generate safe operation under fault conditions. Possible design provisions for failure in 'The System' are for example:

(a) fall-back to operation using a partial system;

(b) change-over to a separate back-up system;

(c) removal of the high level function.

In case of a failure, the driver shall be warned for example by warning signal or message display. When the system is not deactivated by the driver, e.g. by turning the ignition (run) switch to 'off', or by switching off that particular function if a special switch is provided for that purpose, the warning shall be present as long as the fault condition persists.

- 3.4.3.1. If the chosen provision selects a partial performance mode of operation under certain fault conditions, then these conditions shall be stated and the resulting limits of effectiveness defined.
- 3.4.3.2. If the chosen provision selects a second (back-up) means to realise the vehicle control system objective, the principles of the change-over mechanism, the logic and level of redundancy and any built in back-up checking features shall be explained and the resulting limits of back-up effectiveness defined.
- 3.4.3.3. If the chosen provision selects the removal of the Higher Level Function, all the corresponding output control signals associated with this function shall be inhibited, and in such a manner as to limit the transition disturbance.
- 3.4.4. The documentation shall be supported, by an analysis which shows, in overall terms, how the system will behave on the occurrence of any one of those specified faults which will have a bearing on vehicle control performance or safety.

This may be based on a Failure Mode and Effect Analysis (FMEA), a Fault Tree Analysis (FTA) or any similar process appropriate to system safety considerations.

The chosen analytical approach(es) shall be established and maintained by the Manufacturer and shall be made open for inspection by the technical service at the time of the type approval.

- 3.4.4.1. This documentation shall itemize the parameters being monitored and shall set out, for each fault condition of the type defined in paragraph 3.4.4 of this Annex, the warning signal to be given to the driver and/or to service/technical inspection personnel.

4. VERIFICATION AND TEST

- 4.1. The functional operation of 'The System', as laid out in the documents required in paragraph 3, shall be tested as follows:

4.1.1. Verification of the function of 'The System'

As the means of establishing the normal operational levels, verification of the performance of the vehicle system under non-fault conditions shall be conducted against the manufacturer's basic benchmark specification unless this is subject to a specified performance test as part of the approval procedure of this or another Regulation.

4.1.2. Verification of the safety concept of paragraph 3.4

The reaction of 'The System' shall, at the discretion of the type approval authority, be checked under the influence of a failure in any individual unit by applying corresponding output signals to electrical units or mechanical elements in order to simulate the effects of internal faults within the unit.

- 4.1.2.1. The verification results shall correspond with the documented summary of the failure analysis, to a level of overall effect such that the safety concept and execution are confirmed as being adequate.
-

III

(Acts adopted under the EU Treaty)

ACTS ADOPTED UNDER TITLE V OF THE EU TREATY

COUNCIL JOINT ACTION 2008/391/CFSP

of 26 May 2008

amending Joint Action 2008/131/CFSP extending the mandate of the European Union Special Representative for Afghanistan

THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on European Union, and in particular Articles 14, 18(5) and 23(2) thereof,

Whereas:

- (1) On 18 February 2008 the Council adopted Joint Action 2008/131/CFSP⁽¹⁾ extending the mandate of Mr Francesc Vendrell as the Special Representative of the European Union for Afghanistan until 31 May 2008.
- (2) Mr Francesc Vendrell has informed the Secretary-General/High Representative that he is available to serve as European Union Special Representative (EUSR) until 30 June 2008. His mandate as EUSR should be further extended until that date. The Council intends to appoint a new EUSR for the following period until 28 February 2009.
- (3) The financial reference amount provided for in Joint Action 2008/131/CFSP to cover the expenditure relating to the mandate of the EUSR until 31 May 2008 should also cover the period of its further extension until 30 June 2008,

HAS ADOPTED THIS JOINT ACTION:

Article 1

Joint Action 2008/131/CFSP is hereby amended as follows:

1. Article 1 shall be replaced by the following:

'Article 1

European Union Special Representative

The mandate of Mr Francesc Vendrell as the European Union Special Representative (EUSR) for Afghanistan is hereby extended until 30 June 2008.'

2. Article 5(1) shall be replaced by the following:

'1. The financial reference amount intended to cover the expenditure relating to the mandate of the EUSR in the period from 1 March 2008 to 30 June 2008 shall be EUR 975 000.'

Article 2

Entry into force

This Joint Action shall enter into force on the date of its adoption.

Article 3

Publication

This Joint Action shall be published in the *Official Journal of the European Union*.

Done at Brussels, 26 May 2008.

For the Council

The President

D. RUPEL

⁽¹⁾ OJ L 43, 19.2.2008, p. 26.