The Commission should also study all versions of a safeguard price system, including those not necessarily based on a minimum import price, such as the combination of a system of protection at the Community's borders and an EEC deficiency payment system. However, such guarantee systems must not become an unbearable burden for the Community's economy and budget.'

As a result of this vote, the following amendment became superfluous:

'Add the following after the first sentence of the deleted text quoted above:

"The Committee thinks it would be particularly useful for its information and deliberations if the 'transfer price' concept used in a Commission document were clarified. Does the existence of this transfer price presuppose a previous price? Do the governments know the machinery used for fixing this transfer price? Are they able to influence this machinery? Are they able to correct this machinery?".'

The following amendment was rejected during the proceedings:

'*Point 1.12*

Add after the first sentence:

"The nature of these measures should in no way infringe on the independence of producing countries; they should be discussed widely before they are introduced. In addition, the Commission must investigate a system for guaranteeing stable prices to energy users, and especially to the users of petroleum-based energy. Can it examine machinery for reducing government taxes? Can it work out a system for preventing price rises applying to petroleum held in stock? These and other provisions should make it possible to combat inflation effectively." '

Result of the vote:

For: 12; against: 36; abstentions: 12.

Opinion on the amended proposal for a Council Directive on the harmonization of the laws relating to motor vehicle driving licences

The text referred to the Committee has been published in *Official Journal of the European Communities* No C 8 of 13 January 1976, page 2.

A. LEGAL BASIS FOR THE OPINION

On 17 December 1975, the Council referred the abovementioned proposal to the Economic and Social Committee in accordance with Article 75 of the Treaty establishing the European Economic Community.

B. OPINION OF THE ECONOMIC AND SOCIAL COMMITTEE

The Economic and Social Committee prepared its opinion on the above matter at its 139th plenary session, held in Brussels on 25 and 26 May 1976.

The full text of the opinion is as follows:

THE ECONOMIC AND SOCIAL COMMITTEE,

Having regard to the Treaty establishing the European Economic Community and, in particular, Article 75,

Having regard to the request for an opinion made by the Council of the European Community on 17 December 1975,

Having regard to its opinion adopted on the original proposal on 23 May 1973 (1),

Having regard to the decision taken by its Bureau on 16 December 1975, instructing the Section for Transport and Communications to draw up an opinion on the matter,

Having regard to the report submitted by the Rapporteur, Mr Marvier,

Having regard to the opinion issued by the Section for Transport and Communications at its 104th meeting, held on 12 May 1976,

Having regard to the discussions at its 139th plenary session held on 25 and 26 May 1976 (meeting of 25 May 1976),

Whereas a common transport policy must aim, *inter alia*, at creating the best possible conditions for the movement of vehicles within the EEC;

Whereas the mutual recognition of national driving licences for motor vehicles can help to attain this objective;

Whereas the mutual recognition of licences is strictly limited, for the time being, to tourist traffic;

Whereas the present proposal seeks to remedy this situation and, through introducing a Community driving licence, may very well help to establish a 'Community identity',

HAS ADOPTED THE FOLLOWING OPINION

by a unanimous vote:

1. General comments

1.1. The Committee gives its basic approval to the Commission's proposal, for it thinks that the introduction of a Community driving licence will help to open up national frontiers.

1.2. In its 'specific comments', the Committee refers back to a number of points on which the Commission has not yet taken up the suggestions made by the Committee in 1973. In addition, it states its views on certain Articles which have been rewritten in the meantime, though not at the Committee's instigation.

1.3. Finally, the Committee notes that the amended proposal, unlike the original, does not contain any provisions on driving tests or regular medical examinations. Common provisions on these matters are to be adopted later.

The Committee would ask here and now that its views be sought on these common provisions.

2. Specific comments

2.1. *Article 2*

The Community driving licence to be issued must be forgery-proof.

2.2. *Article 3 (1) — Category E*

The vehicles coming under Category E should be defined in more explicit terms, since it is not very clear what is meant as the text stands at the moment.

2.3. *Article 3 (1) — Category F2 (in conjunction with Article 3 (3), final indent)*

2.3.1. It should be made clear that tractors used for transporting felled trees fall within Category F by virtue of the fact that they are a special type of forestry tractor.

2.3.2. For safety reasons, a driving licence should be obligatory for self-propelled agricultural and forestry machinery.

2.4. *Article 3 (5) (new)*

It should not be compulsory to have a driving licence for special-purpose vehicles with a low maximum speed (e.g. 6 to 10 km/h). Basically, the safety requirements for particularly slow self-propelled vehicles such as sowing machines, hoeing machines, building cranes and low-speed tractors with rear loaders, do not have to be as stringent as those for faster vehicles. In addition, these vehicles are more often than not used only for specific kinds of work and are therefore hardly driven on public highways.

(1) OJ No C 60, 26. 7. 1973, p. 1.

2.5. *Article 4*

It should be stated more clearly that driving licences for the more difficult categories (B, C, D, E) are also valid for vehicles that present less difficulties (F2).

2.6. *Article 5, indent (c)*

Article 5 prescribes a minimum age of 18 for motorcyclists and drivers of certain motor vehicles. This age restriction fails to take account of the fact that some Member States have a minimum age of only 16 for drivers of motorcycles below 125 cc without a pillion passenger.

This is the case, for example, in France (for 'vélomoteurs'), Germany ('Kleinkrafträder') and Italy ('motocicli' up to 125 cc). Quite apart from the rate of development and maturity of today's younger generation, there are also practical reasons for such a provision.

The Committee therefore calls for the amendment of Article 5, indent (c).

2.7. *Article 6*

The Committee's views should be sought on the provisions and rules referred to in Article 6, which are to be adopted at a later date.

On the assumption that it will be consulted on those measures in due course, the Committee has not given detailed consideration to the withdrawal of national or Community driving licences and other questions.

Done at Brussels, 25 May 1976.

The Chairman
of the Economic and Social Committee
Henri CANONGE

Opinion on the proposal for a Council Regulation on the harmonization of certain social legislation relating to road transport

The text referred to the Committee has been published in *Official Journal of the European Communities* No C 103 of 6 May 1976, page 2.

A. LEGAL BASIS FOR THE OPINION

On 17 March 1976, the Council referred the abovementioned proposal to the Economic and Social Committee in accordance with Article 75 of the Treaty establishing the European Economic Community.

B. OPINION OF THE ECONOMIC AND SOCIAL COMMITTEE

The Economic and Social Committee prepared its opinion on the above matter at its 139th plenary session, held in Brussels on 25 and 26 May 1976.

The full text of the opinion is as follows:

THE ECONOMIC AND SOCIAL COMMITTEE,

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

Having regard to the request for an opinion made by the Council of the European Communities on 17 March 1976,

Having regard to Council Regulation (EEC) No 543/69 of 25 March 1969 on the harmonization of certain social legislation relating to road transport [1], as amended by Council Regulations (EEC) No 514/72 and (EEC) No 515/72 of 28 February 1972 [2],

[1] OJ No L 77, 29. 3. 1969, p. 49 (English Special Edition 1969 (I), p. 170).
[2] OJ No L 67, 20. 3. 1972, pp. 1 and 11 (English Special Edition 1972 (I), pp. 124 and 134).