measures in the light of the information currently available so as to accelerate measures to curb sources of pollution. In addition, where the limit values for precursors are exceeded, such data should be submitted.

3.3. In Annex I it would be preferable to state limit values in fractions of a million, as well as in $\mu gO_3/m^3$. Here the Committee calls for the harmonization of units of measurement as well as methods.

3.4. To ensure the balanced distribution and scientific accuracy of data registrations Annex II should cover the measurement of remote points (where the concentration is in its most natural state).

3.5. In the first line of point 3 of Annex II, after 'additional measurement points', the words 'of ozone precursors' should be added to identify the potential sources.

3.6. In Annex IV the Committee calls for a clearer distinction between information of the public in general and the precautions to be taken in the case of concentrations in excess of $350\mu/m^3$, to avoid unnecessary alarmism.

Done at Brussels, 18 December 1991.

The Chairman

of the Economic and Social Committee

François STAEDELIN

Opinion on the proposal for a Council Directive relating to the external projections forward of the cab's rear panel of motor vehicles of category N [1]

(92/C 49/02)

On 14 August 1991 the Council decided to consult the Economic and Social Committee, under Article 100 A of the Treaty establishing the European Economic Community, on the abovementioned proposal.

The Section for Industry, Commerce, Crafts and Services, which was responsible for preparing the Committee's work on the subject, adopted its Opinion on 4 December 1991 in the light of the Report by Mr Pearson.

At its 292nd plenary session (meeting of 18 December 1991) the Economic and Social Committee adopted the following Opinion unanimously.

1. General remarks

1.1. The Committee fully approves the measures proposed by the Commission concerning the external projections to commercial motor vehicle cabs, ensuring that no sharp external projections are permitted thereby contributing to the safety of the public in the event of an accident.

1.2. The proposals are a welcome extension of Directives 70/156/EEC and 87/403/EEC and are part of the EC type approval procedure for motor vehicles.

2. Specific comments

2.1. *Article 1*

This Article should also include a reference to Directive 87/403/EEC which modifies Directive 70/156/EEC.

[1] OJ No C 230, 4. 9. 1991, p. 32.

2.2. *Article 4*

There is inconsistency in the current proposals in relation to the framework Directive 70/156/EEC in that the Committee on Adaptation to Technical Progress' recommendations are optional for the Commission to accept or reject. The Committee believes that the Technical Committee should continue to be involved in decision-making according to Articles 12 and 13 of the framework Directive.

2.3. *Article 6*

This Article should refer not to the 'Document provided for in Article 10(1), third indent', but to the necessary type approval certificate referred to in Article 10(1), third indent.

2.4. *Annex I*

2.4.1. Scope

The Committee believes that luggage racks should not be exempted from the scope of application unless it is clear that they are on the roof of the vehicle and do not project beyond the front or at either side.

2.4.2. Item 2.5 (cab rear panel)

The Committee understands that this point applies only to this Directive and does not contravene the requirements of Directives concerning the other aspects of the cab, such as sleeping accommodation.

2.4.3. Item 3.5

It is noted that this requirement is over and above the Regulation No 61 of the Economic Commission for Europe (ECE) and, whilst supporting the proposal in principle, the Committee points out that there will now be two different regulations in operation.

2.4.4. Item 4.1.2

Member States should ensure that the after market accessories added by vehicle owners comply with the requirements of this Directive.

Done at Brussels, 18 December 1991.

The Chairman

of the Economic and Social Committee

François STAEDELIN