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THE EUROPEAN UNION



10123/10 (Presse 136)

PROVISIONAL VERSION
(industry and internal market items
only)

PRESS RELEASE

3016th Council meeting

Competitiveness (Internal Market, Industry and Research)

Brussels, 25 May 2010

President

Miguel SEBASTIÁN
Minister of Industry
Diego LÓPEZ GARRIDO
State Secretary for the EU

of Spain

P R E S S

Rue de la Loi 175 B – 1048 BRUSSELS Tel.: +32 (0)2 281 6715 / 6319 Fax: +32 (0)2 281 8026
press.office@consilium.europa.eu <http://www.consilium.europa.eu/Newsroom>

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Main results of the Council

The Council reached a political agreement on a draft regulation updating the conditions for the **marketing of construction products** in the internal market.

The Council adopted conclusions on **clean and energy efficient vehicles** for a competitive automotive industry and decarbonised road transport.

The Council adopted conclusions on the future revision of the **trade mark system** in the EU.

In the field of international justice, the Council adopted, without discussion, conclusions on the Review Conference of the Rome Statute of the **International Criminal Court**.

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PARTICIPANTS

The governments of the Member States and the European Commission were represented as follows:

Belgium:

Mr Vincent VAN QUICKENBORNE
MR Jean-Claude MARCOURT

Minister for Enterprise and Simplification
Ministre wallon de l'Economie, des PME, des
Technologies nouvelles, du Commerce extérieur et de
l'Enseignement supérieur
Minister of the Brussels Capital Regional Government,
with responsibility for Employment, Economic Affairs,
Scientific Research, Fire Prevention and Emergency
Medical Aid

Mr Benoît CEREXHE

Bulgaria:

Mr Traicho TRAIKOV
Mr Peter STEFANOV

Minister for Economy, Energy and Tourism
Deputy Permanent Representative

Czech Republic:

Mr Martin TLAPA
Mr Vlastimil RŮŽIČKA

Deputy Minister of Industry and Trade
Deputy Minister of Education, Youth and Sports

Denmark:

Ms Charlotte SAHL-MADSEN
Mr Jonas BERING LIISBERG

Minister of Science, Technology and Innovation
Deputy Permanent Representative

Germany:

Ms Anette SCHAVAN
Mr Rainer BRÜDERLE

Federal Minister of Education and Research
Federal Minister of Economics and Technologie

Estonia:

Mr Tõnis LUKAS
Mr Gert ANTSU

Minister for Education and Science
Deputy Permanent Representative

Ireland:

Mr Batt O'KEEFFE
Ms Geraldine BYRNE-NASON

Minister for Education and Science
Deputy Permanent Representative

Greece:

Mr Ioannis PANARETOS

Deputy Minister of Education, Life-long learning and
Religious Affairs
Secretary General
Secretary General for Consumers

Mr Alexandros FOURLAS
Mr Dimitris SPYRAKOS

Spain:

Mr Miguel SEBASTIÁN
Ms Cristina GARMENDIA MENDIZÁBAL
Mr Diego LÓPEZ GARRIDO

Minister of Industry, Tourism and Commerce
Minister for Science and Innovation
Secretary of State for the European Union in the Spanish
Ministry of Foreign Affairs and Cooperation
Secretary of State for Investigation at the Ministry of
Science and Innovation
General Secretary of Industry

Mr Felipe PETRIZ

Ms Teresa SANTERO

France:

Mr Christian ESTROSI
Ms Valérie PECRESSE
Mr Hervé NOVELLI

Minister for Industry
Minister for Higher Education and Research
Secretary of State for Trade, Crafts, Small and Medium
Enterprises, Tourism, Services and Consumer

Italy:

Mr Giuseppe PIZZA
Mr Vincenzo GRASSI

State Secretary for Education, Universities and Research
Deputy Permanent Representative

Cyprus:

Ms Zeta EMILIANIDOU
Mr George GEORGIU

Permanent Secretary
Permanent Secretary

Latvia:

Mr Artis KAMPARS

Minister for Economic Affairs

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Mr Mareks GRUSKEVICS

State Secretary, Ministry of Education and Science

Lithuania:

Mr Dainius KREIVYS
Ms Nerija PUTINAITE

Minister of Economy
Vice-Minister of the ministry of Education and Science

Luxembourg:

Mr Jeannot KRECKÉ
Ms Michèle EISENBARTH

Minister for Economic Affairs and Foreign Trade
Deputy Permanent Representative

Hungary:

Ms Agnes VARGHA

Deputy Permanent Representative

Malta:

Mr Jason AZZOPARDI
Ms Theresa CUTAJAR

Parliamentary Secretary
Deputy Permanent Representative

Netherlands:

Mr Peter KOK

Deputy Permanent Representative

Austria:

Mr Reinhold MITTERLEHNER
Ms Beatrix KARL

Federal Minister of Economy, Family and Youth
Federal Minister of Science and Research

Poland:

Mr Marcin KOROLEC
Mr Olgierd ROMAN DZIEKOŃSKI

Deputy State Secretary, Ministry of Economic Affairs
UnderSecretary of State

Portugal:

Mr José VIEIRA DA SILVA
Mr José MARIANO GAGO

Minister of Economy
Minister for Science, Technology and Higher Education

Romania:

Mr Adrian CURAJ

State Secretary for Research, Ministry of Education,
Research, Youth and Sport
Deputy Permanent Representative

Mr Cristian BADESCU

Slovenia:

Mr Jozsef GYÖKÖS

Secretary of State, Ministry of Higher Education, Science
and Technology
Deputy Permanent Representative

Mr Uroš VAJGL

Slovakia:

Mr Peter JAVORCIK

Deputy Permanent Representative

Finland:

Mr Mauri PEKKARINEN
Ms Katariina POSKIPARTA

Minister of Economic Affairs
State Secretary, Ministry of Employment and the
Economy

Sweden:

Ms Ewa BJÖRLING
Mr Jöran HÄGGLUND

Trade Minister
State Secretary, Ministry of Enterprise, Energy and
Communications

United Kingdom:

Mr Vince CABLE
Mr David WILLETS

Business Secretary
Minister of State for Universities and Science

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Commission:

Mr Antonio TAJANI
Ms Viviane REDING
Ms Neelie KROES
Ms Máire GEOGHEGAN-QUINN
Mr Michel BARNIER
Mr John DALLI

Vice-President
Vice-President
Vice-President
Member
Member
Member

Marketing of construction products

During a public debate, the Council reached, by qualified majority, a political agreement on a draft regulation updating the conditions for the marketing of construction products in the internal market ([9459/10](#)).

Once the legal and linguistic adjustments of the text are completed, it will be forwarded to the European Parliament for a second reading under the Council-Parliament ordinary procedure.

Several delegations and the Commission made statements regarding the following key topics of the file:

- the requirement for manufacturers to supply a declaration of performance;
- the possible impact of the declaration of performance on SME's and micro-entities and the compatibility of the declaration of performance with better regulation principles;
- the information attached to the declaration of performance concerning the content of hazardous substances;
- the scope on delegated acts for adapting the regulation to technical progress in the future; and
- the possibilities for member states to exercise market surveillance in relation to the declaration of performance.

The proposed regulation is intended to simplify and clarify the existing framework for placing construction products on the market by replacing the measures contained in directive 89/106/EEC, which is currently in force in order to ensure the free circulation of construction products within the single market.

The objective is to clarify the basic concepts and the use of "CE marking"; to introduce simplified procedures so as to reduce the costs incurred by enterprises; and to increase the credibility of the whole system by imposing new and stricter designation criteria to bodies involved in the assessment and the verification of constancy of performance of construction products. More specifically, it seeks to ensure accurate and reliable information on construction products in relation to their performance.

The future regulation will also take into account the "New Legal Framework" for the marketing of products adopted in 2008¹.

Following the European Parliament's first reading opinion of April 2009 ([8906/09](#)), the Commission submitted an amended proposal on 20 October 2009 ([14989/09](#)).

The Commission presented its original proposal in May 2008, and an intermediate report was noted by the Council in December 2009 ([16570/09](#)).

¹ <http://ec.europa.eu/enterprise/policies/single-market-goods/regulatory-policies-common-rules-for-products/new-legislative-framework/>

Automotive industry: clean and energy efficient vehicles - Council conclusions

The Council held a debate and adopted the following conclusions on clean and energy efficient vehicles for a competitive automotive industry and decarbonised road transport:

"RECALLING the priorities of smart and sustainable growth contained in the Commission's Europe 2020 Communication¹, as well as one of its seven flagship initiatives – “Resource efficient Europe” which aims, among other things, to decouple economic growth from the use of resources and to modernise the European transport sector;

RECALLING that the European automotive industry, together with important associated sectors and service providers, is an important source of prosperity, trade surplus, and is a major employer and a constant driver of technological progress and innovation and that consequently it is of key importance to keep the industry's manufacturing base in Europe and to strengthen its competitiveness and technological leadership, in particular vis-à-vis competition from the EU's trading partners;

RECALLING that the European electrical engineering industry² as an enabling sector for advanced technologies can provide ecologically sound and innovative solutions for the successful deployment of clean and energy efficient vehicles, in the context of recent technological advances;

RECALLING that some EU Member States have already launched national actions to promote clean automotive technologies;

RECALLING that the European automotive industry has been severely affected by the economic and financial crisis and that recovery measures engineered under the European Economic Recovery Plan³ are not only aiming at short-term recovery from the current crisis and preventing job losses, but also at strengthening the competitiveness of industry in the longer term by encouraging and financing investments in clean technologies;

¹ Communication from the Commission: Europe 2020 - A strategy for smart, sustainable and inclusive growth (doc. [7110/10](#) of 5 March 2010).

² Communication from the Commission "For a competitive and sustainable electrical engineering industry in the European Union" (doc. [15461/09](#) of 30 October 2009).

³ Communication from the Commission to the European Council - A European Economic Recovery Plan (doc. 16097/08 of 27 November 2008).

RECALLING the need to decarbonise the transport sector and reduce its fossil dependency and the emissions of greenhouse gases, *inter alia* through the introduction of innovative and energy efficient technologies for vehicles;

RECALLING the Commission's Communication on "A sustainable future for transport: Towards an integrated, technology-led and user friendly system" of 17 June 2009 and its Action Plan on Urban Mobility of 30 September 2009;

RECALLING the objective of the European Union to raise the share of renewable energies in its gross final energy consumption to 20% and to 10% in transport by 2020;

RECALLING that it is expected that further efforts need to be made beyond 2020 aimed at meeting the global climate objectives by 2050;

RECALLING that the Competitiveness Council in its Conclusions on the "Need for a new industrial policy" of 2 March 2010¹ invited the Commission to come forward with an action plan for clean and energy-efficient vehicles (including the growing role of fully electric cars and plug-in hybrids);

THE COUNCIL:

1. WELCOMES the Commission's Communication entitled "European strategy on clean and energy efficient vehicles" of 28 April 2010, which builds on the on-going measures and sets out an ambitious medium- to long-term policy through an Action Plan, which will strengthen Europe's leadership in clean automotive technologies, foster growth and job creation in the European automotive sector, including its suppliers and related industries, such as grid developers and safe and sustainable energy companies, and service providers, including SMEs; this will provide a clear orientation of the industry's restructuring, transformation and evolution;
2. WELCOMES the scope of the Communication covering not only light-duty vehicles but also two- and three-wheelers and quadricycles, taking into account the increasing role of the latter in the urban mobility and ACKNOWLEDGES the need to cover heavy-duty vehicles and progress quickly also in other fields of transport, including sustainable public transport and its synergies with e-mobility, and ensure the coherence of all actions with the overarching aims of combating climate change and reducing Europe's dependence on fossil fuels;

¹ Council Conclusions on the need for a new industrial policy (doc. 6391/10 of 2 March 2010).

3. EMPHASIZES, in the light of scientific and market evidence, that:
 - (a) the environmental performance of conventional vehicles is constantly being improved by means of technological advances that include the use of alternative fuels to burn in combustion engines to partially substitute petrol or diesel fuel, including liquid biofuels and gaseous fuels (such as LPG, CNG and biogas) and offering a potential to reduce the environmental impact of road transport, if used in a sustainable manner; flex-fuel vehicles can also contribute to the expected reduction;
 - (b) electric vehicles (including full electric and plug-in hybrids) will soon be ready for market introduction by some manufacturers and are meeting increasing consumer acceptance, as the safety, standardisation, electricity consumption, environmental aspects and affordability are optimized;
 - (c) hydrogen vehicles remain a valid ultra-low-carbon mobility option in the medium-term perspective, as affordability of the car and of the fuel is achieved; also NOTES that hydrogen vehicles and electric vehicles are mutually complementary;
4. Because the internal combustion engines currently constitute the main mobility option for European citizens and the source of the European automotive industry's competitive advantage, EMPHASIZES the need to make further progress on improving the environmental performance and the fuel efficiency of these vehicles, including increased use of second generation bio-fuels and gaseous fuels;
5. SHARES the Commission's analysis that while conventional vehicles powered by internal combustion engines will remain dominant in the short and medium term perspective, electric and, in the mid-term perspective, hydrogen vehicles are a highly promising ultra-low-carbon power-train technology, as they have the potential to:
 - (a) address the challenges of climate change and fossil fuel dependency;
 - (b) cut local air pollution and noise from transport and therefore contribute to improving the air quality, in particular in cities and urban zones;

- (c) enable synergies with smart grids and therefore promote renewable sources of energy and offer a possibility of energy storage;
 - (d) offer an opportunity to revitalise the industrial fabric in Europe by fostering innovation, growth and jobs;
 - (e) offer, in particular if combined with electricity generated from safe and sustainable sources of energy, including renewables, a superior well-to-wheel energy efficiency and can therefore contribute significantly to the objective of transport decarbonisation;
6. CONSIDERS that in order to speed up the market uptake of clean and energy efficient vehicles, including full electric vehicles and hybrids, and to enable the citizens to benefit from the improvement of air quality, public authorities are encouraged to provide the appropriate support framework, in compliance with existing State aid rules and the principle of subsidiarity. A supportive policy framework could contribute to creating business confidence, which is necessary for investment and production decisions and ensuring uptake of more safe and sustainable sources of energy, including renewables. In that respect, a well-timed and well-tailored public policy could send the European automotive industry an important signal, improving competitiveness in the increasingly important and attractive global market for clean cars;
7. EMPHASIZES that the European Union should take leadership in supporting the roll-out and consumer acceptance of alternative power-trains and energy efficient vehicles while bearing in mind actions taken by the Member States, regions and municipalities – in line with the principle of subsidiarity.

With regard to the action plan presented in the Communication:

8. HIGHLIGHTS the importance of the actions set out in the action plan for further reduction of CO₂ emissions from vehicles following the adoption of Communication COM (2007) 19¹ and of Regulation (EC) No 443/2009² on CO₂ emission standards for passenger cars; the measures implementing the Regulation should be completed by the end of 2010, especially regarding the procedure for approving innovative technologies (eco-innovations);

¹ Communication from the Commission to the Council and the European Parliament: Results of the review of the Community Strategy to reduce CO₂ emissions from passenger cars and light-commercial vehicles (doc. [6204/07](#) of 12 February 2007).

² Regulation (EC) No 443/2009 of the European Parliament and of the Council of 23 April 2009 setting emission performance standards for new passenger cars as part of the Community's integrated approach to reduce CO₂ emissions from light-duty vehicles (OJ L 140, 5.6.2009, p. 1-15).

9. STRESSES the need to focus on research excellence in order to ensure that alternative power-trains receive targeted research financing, including innovative energy storage and conversion technologies, such as batteries, fuel cells and the necessary respective infrastructure;
10. STRESSES MOREOVER the need to support breakthrough improvements in internal combustion engines, further step-change improvements to the performance of conventional vehicles and exploring the opportunities offered by mild hybridisation of conventional vehicles, aerodynamics improvement and weight reduction;
11. STRESSES that the research portfolio of different technologies should not be narrowed. In this context, CALLS ON the Commission to provide European added-value and contribute to the coordination of efforts in the field of R&D by using effective forms of organisation via Joint Programming Initiatives, Public-Private Partnerships or Joint Technology Initiatives. Also HIGHLIGHTS the need to simplify and streamline the administrative rules for obtaining EU research grants, as well as the framework of classical multilateral cooperation or existing instruments, such as collaborative projects, ERA-Net/ERA-Net Plus or measures under Article 185 (ex 169) of the TFEU and can thus be co-financed under the Framework Programmes;
12. HIGHLIGHTS the successful implementation of the Green Car Initiative via EIB financing and European research grants that helped the industry to maintain their R&D activities during the crisis in order to be well positioned for the economic recovery. STRESSES that further technical developments will make alternative power-trains more attractive for wider market uptake;
13. CALLS ON the Commission to consult Member States and stakeholders and to rapidly come up with guidelines on potential financial incentives for consumers to buy green vehicles in order to stimulate the market uptake of clean and energy-efficient vehicles, without giving preference to any particular technology as well as exploring the potential of public procurement and of grouped purchases for large vehicle fleets within the existing legal framework for public procurement. Non-financial incentives, at national or regional level, could also be explored by the relevant actors;

14. RECOGNIZES the need for the implementation of the Raw Materials Initiative¹ in order to ensure access to, recycling and recovery of indispensable materials, including rare earth elements and notably lithium reflecting their importance for the production of alternative power-train components, inter alia, batteries;
15. CALLS ON local, regional and national authorities and all relevant stakeholders to take all necessary measures so that a skilled and qualified workforce is available for alternative power-train and energy-efficient technologies considering targeted training and monitoring the demand for new skills;

Considering the importance of completing the European framework on electric mobility:

16. WELCOMES the adoption on 10 March 2010 by the United Nations Economic Commission for Europe (UNECE) of a Regulation that introduces approval requirements for electric safety of vehicles equipped with an electric power-train. STRESSES that the Regulation, once implemented in the European Union, will ensure the electric safety of electric vehicles sold in the European market;
17. EMPHASIZES that standardisation of interfaces in view of the interoperability between electric vehicles and the charging infrastructure is of key importance in order to ensure that electric vehicles can be recharged, domestically or at public station points without difficulty within the territory of the EU and with the use of any electric vehicle charger. This is a prerequisite for consumer acceptance and, subsequently, the mass market uptake of electric vehicles. URGES European standardisation bodies, via the standardisation process, to develop, as a matter of priority by mid-2011, a harmonised solution for the interoperability between electric vehicles and the charging infrastructure and to address safety risks and electromagnetic compatibility. STRESSES that standardisation should also consider smart charging with respect to the electric vehicle charger. The European standardisation bodies should take into account existing technical solutions and ongoing work at international standardisation bodies, international promotion of EU standards should continue;
18. ENCOURAGES Member States to adopt and implement this harmonised solution as soon as possible, and the industry to agree on its application via a Memorandum of Understanding or another equivalent method;

¹ Communication from the Commission to the European Parliament and the Council - The raw materials initiative - Meeting our critical needs for growth and jobs in Europe (doc. [16053/08](#) of 20 November 2008).

19. ENCOURAGES all stakeholders to work on the roll-out of charging infrastructure for electric vehicles – according to national and regional market perspectives - that will be easily accessible, interoperable with vehicles coming across the national and regional borders; In this respect, AcknowledgES that the infrastructure for slow-charging is partly available, but needs to be further developed in areas accessible to the public and to allow fast-charging, drawing lessons from the pilot projects carried out in this field and fostering their interconnection. WELCOMES the intention of the Commission to launch an EU-wide electromobility demonstration project in 2011, which could integrate national pilot projects across borders;
20. NOTES WITH INTEREST the European Commission's intention to put forward a legislative proposal on smart grids; URGES all stakeholders to use electricity generated from safe and sustainable sources of energy, including renewables, for charging electric vehicles by smart meters and building of smart grids, while recognizing differences in energy sectors of Member States;
21. In this context, STRESSES the importance to closely collaborate with regional and local authorities and to accompany market introduction with measures like awareness building, mobility information tools and services, and incentives for adopting a more sustainable mobility behaviour privileging efficient choice of mobility modes;

The Council calls on the Commission to come forward with proposals for the implementation of actions set out in the Communication and therefore:

22. STRESSES the need for the Commission to engage in a thorough consultation process in order to propose legislative acts (accompanied by impact assessments) and guidelines and CALLS for the prompt re-launch of the CARS 21 process, with a revised mandate and extended stakeholder involvement, in order to allow stakeholders to contribute to strategic regulatory policies for the European automotive sector competitiveness in the 21st century;
23. CALLS ON the Commission to draw lessons from national strategies and regional pilot projects launched by European cities and regions and to incorporate, where appropriate, these in its work on guidelines for financial incentives and infrastructures;

24. CALLS ON the Commission to report annually on the implementation of the strategy to the Council, notwithstanding the mandatory review to be performed in 2014;
25. CONFIRMS that in order to achieve the ambitious, but also realistic and necessary objectives of the Communication, the Council is ready to assume responsibility for the timely and efficient implementation of the legislative measures required."

Trade mark system in the EU - Council conclusions

The Council adopted conclusions aimed at providing the Commission with input for its ongoing reflection on the future revision of the trade mark system in the EU.

The conclusions are set out in document [9412/10](#).

Consumer rights directive

In public session, the Council held a policy debate on a draft directive aimed at improving the functioning of the internal market while ensuring a high level of consumer rights across the EU, by revising and complementing four existing directives¹ and introducing new rules on delivery and the passing of risk.

The outcome of this second ministerial debate, after the first one held on 3 December 2009, provides guidance and solid basis for continuing work, pending the opinion of the European Parliament.

The debate was structured by means of a questionnaire elaborated by the Presidency (9480/10).

Ministers examined key political aspects of the proposal, notably concerning the maximum harmonization as a general principle ruling the directive and the level of harmonisation as regards consumer information, withdrawal right and guarantees (covered by chapters II to IV of the proposal) for distance contracts (including off-premises contracts) and face-to-face contracts concluded on premises.

All delegations subscribed to the objective of an updated, clear and more uniform set of rules concerning consumer rights when purchasing goods and services in order to contribute to a properly functioning internal market as well as to ensure a high level of protection for consumers.

The Commission proposal ([14183/08](#)) covers the right to information and withdrawal when buying on distance and off premises, refund when terminating a contract due to late delivery and remedies for faulty goods. There is also a ban on unfair contract terms.

¹ Directive 85/577/EEC on contracts negotiated away from business premises, Directive 93/13/EEC on unfair terms in consumer contracts, Directive 97/7/EC on distance contracts and Directive 1999/44/EC on consumer sales and guarantees.

Services directive: implementation and evaluation process

The Council took note of information from the Commission on the state of implementation of the directive on services in the internal market ([9475/10](#)).

Several delegations provided with additional information regarding the progress made in implementing the directive into their national legislations.

The Council also took note of a Presidency report on the mutual evaluation process ([9327/10](#)).

The mutual evaluation is based on the results of the screening of national legislation (i.e. the identification, assessment and, when required, modification of requirements affecting service providers) carried out by member states during the implementation period. At the end of the process, the Commission will issue a report to be presented to the Council and the European Parliament.

The services directive aims at eliminating obstacles to trade in services, allowing the development of cross-border operations, bringing down prices and improving quality and choice for consumers.

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Over lunch, ministers exchanged views on priority areas for reinvigorating the single market and the links between market integration in goods, services, labour and capital and the social and citizens' dimensions of Europe. The informal debate followed an introduction by Professor Mario Monti, president of Bocconi University, who delivered a report to the Commission on 9 May on the future of the internal market¹.

Vice-president Antonio Tajani, commissioner for industry and entrepreneurship, Michel Barnier, commissioner in charge of internal market and services, and Malcolm Harbour, chairman of the internal market committee of the European Parliament, also attended the ministerial lunch.

¹ http://ec.europa.eu/commission_2010-2014/president/news/press-releases/pdf/20100510_1_en.pdf

ANY OTHER BUSINESS

Electric mobility in Europe

The Council took note of a joint declaration made by France, Germany, Portugal and Spain, for electric mobility in Europe, in line with the conclusions adopted by the Council on clean and energy efficient vehicles. The declaration states that the electric vehicle needs to be placed in the center of development and competitiveness prospects, linking research, innovation, industrial development and sustainability. It also calls on the Commission to grant financial support to pilot-projects of electric mobility, in particular trans-national ones.

Shipbuilding industry

The Council took note of information from the Commission regarding the situation and perspectives of the European shipbuilding industry ([9840/10](#)). In particular, on ways to address the impact of the global economic crisis in this sector through the promotion of new demand for safer and less polluting ships; improved access to finance; the establishment of a level playing field; the stimulation of research and innovation and a renewed commitment to better jobs in the shipbuilding sector.

Informal meeting of ministers of tourism

The Presidency provided with an information note on the informal meeting of ministers of tourism that took place in Madrid on 14 and 15 April ([9864/10](#)). The meeting offered an opportunity to exchange views on future developments and policies on tourism in Europe. Ministers also adopted a declaration on a new model for social tourism.

The Lisbon treaty foresees in its article 195 the possibility for the Union to complement the action of the member states for the promotion of the competitiveness in the tourism sector.

Legal framework for gambling and betting

The Council took note of a Presidency report on the outcome of discussions concerning the legal framework on betting and gambling ([9495/10](#)). In particular, the discussions held under the Spanish Presidency focused on the definition and negative effects of the illegal gambling.

Commissioners Neelie Kroes and Michel Barnier made a presentation of the communication « A digital agenda for Europe », published on 19 May¹, which is one of the seven flagship initiatives of the Europe 2020 strategy.

This initiative clusters policy actions in six main areas: very fast internet access, a digital single market, a sustainable digital society, trust and security, research and innovation, and open standards and interoperability.

It will be discussed at the next telecommunications Council on 31 May.

Consumer market scoreboard

The Commission presented the first part of the 3rd consumer market scoreboard, which focuses on the integration of the EU retail market ([9821/10](#) and [9821/10 ADD1](#)). The document outlines that the retail market is far from being integrated and that sustained efforts are needed to address the existing barriers, notably in the digital economy.

From 2010 the consumer market scoreboard is published in two parts, the second one to be issued next Autumn.

During his presentation, Commissioner John Dalli also referred to the recommendation on the use of a harmonised methodology for classifying and reporting consumer complaints and enquiries adopted by the Commission on 12 May ([9821/10](#)).

Legislation on textile labelling

The Council took note of preliminary remarks made by the Commission ([10120/10](#)) to the European Parliament's opinion on the revision of the EU legislation on textile labelling, following the vote in first reading on 18 May.

In 2009 the Commission submitted a proposal aimed at simplifying the regulatory environment for the labelling of textile products and encouraging innovation in the textile industry.

The proposal is currently under examination in the Council by a group of experts from the member states.

¹ http://ec.europa.eu/information_society/digital-agenda/documents/digital-agenda-communication-en.pdf

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Work programme of the incoming EU Presidency

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The Belgian delegation briefed the Council on the working programme in the field of competitiveness policies under its Presidency in the second half of 2010. Its priorities are in line with the combined programme prepared by the Spanish, Belgian and Hungarian presidencies covering the period January 2010 to June 2011 ([16771/09](#)).

FOREIGN AFFAIRS

Review Conference of the Roma Statute of the International Criminal Court - *Council conclusions*

The Council adopted the conclusions set out in [9809/10](#).

EU mission in support of security sector reform in Guinea-Bissau

The Council adopted a decision amending and extending joint action 2008/112/CFSP on the EU mission in support of security sector reform in the Republic of Guinea-Bissau ("EU SSR GUINEA-BISSAU mission") (9140/10).

The EU SSR GUINEA-BISSAU mission is extended for a period of 4 months, until 30 September 2010, with a view to making a final decision on further engagement in Guinea-Bissau by July 2010, based on a strategic review and on developments on the ground.

In February 2008 the Council approved the joint action 2008/112/CFSP¹ on the EU SSR GUINEA-BISSAU mission, which was to apply until 31 May 2009.

¹ OJ L 40, 14.2.2008, p. 11.

JUSTICE AND HOME AFFAIRS

EU drug precursors legislation: Functioning and implementation - *Council conclusions*

The Council adopted the conclusions set out in [8427/10](#).

Drugs - Mephedrone

The Council took a decision requesting that the risks caused by the use, manufacture and traffic of mephedrone (4-methylmethcathinone), the involvement of organised crime and possible consequences of control measures, be assessed in accordance with the procedure set out in decision 2005/387/JHA (*Official Journal L 127 of 20.5.2005*).

EUROPEAN ECONOMIC AREA

Cooperation with EEA in the field of European public administration

The Council adopted a decision on the EU position to be taken in the joint committee of the European Economic Area (EEA) concerning cooperation in fields outside the four freedoms. The approved EU position aims at extending the cooperation between the EU and the members of the EEA (Iceland, Liechtenstein, Norway) in the field of European public administration (ISA) with effect from 1 January 2010.

COMPANY LAW

Interconnection of business register - *Council conclusions*

The Council adopted the conclusions set out in [9678/10](#).

AGRICULTURE

Feed and pesticides - committee procedure

The Council decided not to oppose the adoption of the following four Commission's regulations:

- regulation amending annex II to regulation 767/2009 as regards the prohibition to place on the market or use for animal nutritional purposes products obtained from yeasts of the *Candida* variety cultivated on n-alkanes ([7637/10](#));
- regulation amending annexes II, III and IV to regulation 396/2005 as regards maximum residue levels for certain pesticides in or on certain products ([7069/10](#));
- regulation amending annexes II and II to regulation 396/2005 as regards maximum residue levels for certain pesticides in or on certain products ([8924/10](#));
- regulation amending annex I to regulation 396/2005 as regards additions and modifications of the examples of related varieties or other products to which the same maximum residue level applies ([8056/10](#)).

Under the regulatory procedure with scrutiny, the Council can oppose an act which exceeds the implementing powers of the Commission, is not compatible with the aim or content of the basic instrument or does not respect subsidiarity or proportionality if the regulatory committee previously supported the envisaged measures.

TRANSPORT

EU/Mexico agreement on air services *

The Council adopted a decision approving the signing of an agreement with Mexico on certain aspects of air services (7158/2/09).

CUSTOMS UNION

International rail freight - Borders crossing procedures

The Council adopted a decision on the position to be taken by the EU within the International Convention on the Harmonization of Frontier Controls of Goods, in order to amend the Convention with a view to facilitating borders crossing procedures for international rail freight.

TRADE POLICY

Anti-dumping - Silicon from China and Korea

The Council adopted a regulation imposing a definitive anti-dumping duty on imports of silicon originating in China, as extended to imports of silicon consigned from the Republic of Korea, whether declared as originating in Korea or not, following an expiry review and a partial interim review pursuant to regulation 1225/2009 ([9308/10](#)).

APPOINTMENTS

Office for Harmonization in the Internal Market (Trade Marks and Designs)

The Council appointed the President, the Vice-President, the President of the Boards of Appeal and three chairmen of a Board of Appeal of the Office for Harmonization in the Internal Market (Trade Marks and Designs) ([9453/10](#)):

- Mr António-Serge DE PINHO CAMPINOS, President;
- Mr Christian L.L.G. ARCHAMBEAU, Vice-President;
- Mr Paul Alexandre MAIER, President of the Boards of Appeal;
- Mr Théophilos MARGELLOS, Mr Tomas DE LAS HERAS LORENZO and Mr Detlef Michael SCHENNEN, chairmen of a Board of Appeal.

Committee of the Regions

The Council appointed Mr. Jan BOYE (Denmark) as member to the Committee of the Regions for the remainder of the current term of office, which runs until 25 January 2015 ([9509/10](#)).
