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## REPORT

on Keep Europe moving - Sustainable mobility for our continent  
(2006/2227(INI))  
Committee on Transport and Tourism

Rapporteur: Etelka Barsi-Pataky

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## MOTION FOR A EUROPEAN PARLIAMENT RESOLUTION

### on Keep Europe moving - Sustainable mobility for our continent (2006/2227(INI))

*The European Parliament,*

- having regard to the Communication from the Commission to the Council and the European Parliament "Keep Europe moving - Sustainable mobility for our continent - Mid-term review of the European Commission's 2001 Transport White Paper" (COM(2006)0314),
  - having regard to the synthesis of the Finnish presidency on the Mid-term review of the European Commission's 2001 Transport White Paper, which reflects the discussion at the Transport Council of 12 October 2006 (Council number 13847/06 TRANS 257),
  - having regard to Rule 45 of its Rules of Procedure,
  - having regard to the report of the Committee on Transport and Tourism and the opinion of the Committee on Industry, Research and Energy (A6-0190/2007),
- A. whereas the Communication from the Commission "Keep Europe moving - Sustainable mobility for our continent - Mid-term review of the European Commission's 2001 Transport White Paper" has been published, the European Parliament welcomes that, following an extensive consultation with the involvement of stakeholders, it is based on an up-to-date approach and is in line with the Lisbon targets that fall within the framework of the European sustainable development,
- B. whereas the Parliament acknowledges the achievements in some European transport policy fields and emphasises the importance of continuous efforts, such as :
- building the single market in transport services by infrastructure network interconnection, pursuing policies to promote interoperability, ensuring accessibility to this market in order to secure the necessary cross-border permeability and applying specific measures to alleviate geographical handicaps of the outermost regions and countries on the Union's external borders,
  - ensuring greater cohesion between the citizens through transport policy and other tools,
  - applying measures to reduce the negative environmental effects of the transport sector,
  - continually reviewing and further developing safety, taking into account its socio-economic importance, in all modes of transport (aviation, maritime, inland navigation, railway and road),
  - efforts to increase quality of service and to protect consumers in all transport modes in order to comply with the objective of creating an internal market,
  - efforts to ensure basic passengers' rights not least by guaranteeing a universal service in cooperation with Member States,
  - effectively implementing working conditions,

C. whereas the European Parliament emphasises that the following new challenges must be met by European transport policy:

- transport demand grows faster than anticipated, and has grown more strongly than GDP,
- the competitiveness of the European economy needs more than ever an efficient, well-functioning sustainable transport system, where transport should be seen as part of European growth and competitiveness,
- new challenges as regards an integrated European transport system have appeared due to the latest enlargement,
- the adverse effects of the greenhouse gases on climate change have increased, not least considering the sector's contribution to climate change,
- energy prices, especially as regards the fossil fuels used in transport, are continuing to rise,
- the potential of innovation and new technologies has increased significantly,
- new tasks appeared also due to the globalisation,
- security and the protection of transport infrastructures from terrorism is becoming increasingly important,
- the problems, in the transport sector, pertaining to transport criminality and organised theft of commercial vehicles and their loads have increased,
- large cities are finding it increasingly difficult to maintain a smooth flow of passenger and goods traffic,

D. whereas the transport industry accounts for about 7% of European GDP and the revenue from transport has grown continuously; stresses that efficient transport contributes not only to economic growth, but is also vital for investment in available technologies that are commercially possible and economically sustainable; Transport congestion has increased and costs the European Union about 1% of GDP, and the transport industry accounts for about 5% of employment, which means over 10 million people are employed in transport related sectors. In this context the mid-term review gives an opportunity to the European Parliament to express the aims of the European transport policy more explicitly, unambiguously and goal-focused in order to have a sustainable mobility,

1. Stresses the need for pragmatic and cooperative interconnection in the field of transport and in other national or Community policy areas such as energy, environment and innovation; emphasises that these policies must incorporate the requirements of climate protection as well; considers that only an integrated approach could achieve positive results in reducing casualties and emissions and improving safety and environment, as it was laid down for example by CARS 21; points out the importance of providing targeted information for citizens in their capacity as transport users and to encourage them to behave more responsibly; proposes that transport policy should be fully integrated into the Lisbon Strategy and taken into account in the assessment and recommendations put forward each year by the Member States in their national plans in order to measure and compare progress;
2. Fully agrees that Community legislation - in line with the principle of Better Regulation and the principle of subsidiarity - should focus on new areas such as urban transport,

where legislation is necessary and policy measures should be taken at EU level only where it would bring clear added value to replace the inordinate red tape entailed in 27 bodies of national legislation on the same subject, and at the same time calls on the Commission and the Member States to ensure the implementation and enforcement of the existing European transport legislation, further calls on the Commission to carry out regular monitoring to observe the effectiveness of measures seeking to achieve the objectives set and, where necessary, to make corrective changes;

3. Deplores the conditions under which the Union's transport policy is being implemented by the Council and calls strongly for decisions to be taken more quickly under the legislative procedure and for swifter and better coordinated transposal into national law; calls on the Commission to do all in its power to achieve this goal;
4. Notes that Community funds for financing trans-European transport projects remain limited, and the added value of the TEN-T programme cannot be attained unless the entire network is completed, emphasises the financing of infrastructures (especially where congestion problems are significant), the cross border sections and transport hubs; considers that priority investment progress is slower than expected; emphasises that the key TEN-T projects - supervised by their coordinators - need to be selected according to their financial feasibility and in particular according to the financial willingness of the Member States concerned and their regions, and furthermore by their level of operational feasibility and of the progress of their technical planning so as to ensure that the declarations of intent find practical expression in the investment schedules to be incorporated in the Member States' various finance laws; considers that these projects should provide proven 'pan-European added value' in terms of setting up a genuinely interconnected and interoperable trans-European network in order to avoid creating a patchwork of national networks;
5. Stresses that there is a significant risk to European economic growth from continued financial inaction as regards infrastructure; calls on the Commission to make proposals about the possible extension of new alternative and innovative ways of financing - taking into account also the report on the future of the European Union's own resources - and also extra resources for transport and the related researches too during the review of the European 7-year budget in 2008; emphasises that it should include finding sources for transport investments, and not least fair charging - based on the "user pays" principle and the ability to apply the "polluter pays" principle - provided that the revenue is reinvested in the transport sector; believes that the Commission and the Member States should together consider the long term financial problems of constructing the TEN-T as a whole and making it operational, bearing in mind that the building time will cover at least two 7-year financial periods and the life cycle of new infrastructure is at least some decades;
6. Welcomes the establishment of the Guarantee Fund but expects more initiatives like this especially when the PPPs - in a proper legal framework - will be able to play a role in financing but not without clear economic and financial viability; highlights that the role of the EIB, which must, however, be made compatible with the wider involvement of the European banking and financial system in infrastructure and transport projects;
7. Points out that the geographical extension of the Union caused a significant increase in

diversity, because of which, before legislating, in-depth impact analyses should make the Union aware of the possible effect on each Member State, especially on the newcomers; calls on the Institutions and the Member States to do their best in order to exploit fully the funds related to the development of transport; considers that a qualitative progress could be made with the help of co-modality and intelligent transport, where there is a lack of capacity and infrastructure;

8. Agrees to follow a more realistic path than before and to make optimum use of limited capacities and stresses the importance of the efficient and innovative use of the various transport modes operating on their own or in multimodal integration; stresses that the development of co-modality should be in line with reducing the impact of transport on the environment; notes that each transport modes should develop on their own merits under corresponding environmental standards, carrying their own costs, thereby enhancing mobility by increased efficiency in all transport modes; stresses that co-modality enables an optimal and sustainable utilisation of resources to be reached by mobility management in transport logistics and by intermodal linkage of the various modes, which could decrease traffic, while getting surplus capacities to benefit the entire system;
9. Considers that rapid completion of the TEN-T network is the first way to create the conditions for better co-modality; notes that in different markets modal shift is essential for reducing the environmental impact of transport, and a modest modal shift can reduce road congestion; points out that shifts to more environmentally friendly modes, such as rail, bus and coach, maritime transport or inland navigation should be achieved, and emphasis should be put on those transport modes whose level of participation is still low, meaning that they have vast potential;
10. While continuing the accomplishment of the TEN-T projects, points out that the conventional measures are reaching their limits; therefore emphasises the potential of intelligent transport systems, technological innovations, investments in telematics in order to enhance traffic efficiency, reduce congestion, and improve safety and environmental performance; points out that the benefits of intelligent systems and technological innovations (SESAR, ERTMS, RIS, Galileo, etc) should be realised; emphasises that the main task - both of the Community and of industry - is to support the market for new innovative solutions, and to create an appropriate legal and technical environment, including facilitated applications of the new technologies through public procurement;
11. Notes that new challenges have emerged as a result of the globalisation of logistics, which is a key element for the competitiveness of the European economy; emphasises that European transport policy should integrate logistics with port development and integration and the development of logistics platforms; supports the development of a framework strategy for freight transport; encourages multimodal logistics solutions and the European modular system, infrastructure connections and advanced informatics; supports the development of a framework strategy for goods transport in Europe; considers that such a strategy must be based on the view that goods transport is fundamentally a purely business undertaking and that regulation should therefore be confined to the creation of an appropriate business environment for efficient goods transport;
12. Stresses the need for co-operation and EU agreements with Third Countries individually

and within international organisations in the field of transport, energy and environment and security; and expresses its wish to be substantially involved in these negotiations and agreements;

13. Welcomes the plans of the Work Book for the forthcoming years:

- stresses the importance of European maritime policy and especially the integrated maritime transport strategy together with a port policy, which should fall within the scope of the Treaty,
- stresses the importance of the "Motorways of the sea" projects,
- emphasises the further developments made in the field of aviation, including emissions trading, and supports the progress of the SESAR programme,
- points out that a common overall concept at European level to develop airports is necessary in order to avoid inappropriate allocation of funds,
- supports the continuation the Marco Polo Programme,
- emphasises that the Galileo Programme and ERTMS should be sped up,
- supports the progress of eSafety and RFID projects,
- supports the progress of the NAIADES project and urges the Commission and the Member States to come up with proposals with regard to the implementation of the announced actions on this action plan, and supports the progress of RIS,
- looks forward to a generally applicable, transparent and comprehensible model by the Commission in 2008 for the assessment of all external costs to serve as the basis for future calculations of infrastructure charges, which model shall be accompanied by an impact analysis of the internalisation of external costs for all modes of transport and a strategy for the implementation of the model for all modes of transport,
- calls on the Commission to increase its efforts to fully implement Directive 2004/52/EC on the interoperability of electronic road toll systems in the Community and asks the Commission to come up with a report on the implementation of this Directive before the end of 2007,
- calls for a feasibility study - in line with the report on the future of the EU's own resources - to be carried out so as to provide secure and lasting funding,
- emphasises that priority should be given, when implementing the Seventh Framework Programme, to projects and programmes concerning intelligent transport systems and logistics, including road safety, urban transport and clean-engine technology,
- calls for EU-wide quality and interoperability standards for bio fuels to be ensured,
- underlines the need for the energy efficiency road plan,
- emphasises the importance of the Green Paper on urban transport, and hopes that specific means will be provided to help urban public transport move towards modal integration, developing traffic management systems, and creating conditions enabling users to be rewarded for their decision to make use of alternatives,
- underlines the importance of taking further measures in favour of sustainable transport in mountainous as well as densely populated areas, following the signature, by the Transport Council on 11 December 2006, of the Transport Protocol to the Alpine Convention,
- suggests that a Green Paper on European tourism be submitted and that a specific impact assessment of legislation which has a clear influence on European tourism be carried out;

14. While the transport policy of the reunified Europe has faced and is still facing new challenges, emphasises that the Mid-term review of the Transport White Paper 2001 has not laid down long-term objectives nor given answers on an integrated approach to the future European transport policy; therefore calls on the Commission to immediately start work on a well-prepared European transport policy after 2010, which can meet the new challenges in a sustainable manner;
15. Instructs its President to forward this resolution to the Council and the Commission.



## **EXPLANATORY STATEMENT**

### **Background**

Five years after the White Paper of 2001: "European transport policy for 2010: time to decide", this mid-term review provides a great opportunity to summarize and also to designate new ways and cornerstones.

While acknowledging the achievements of the European transport legislation, your Rapporteur thinks that a more dynamic legislation is necessary to reach the essential objectives of the White Paper. That is why the work plan for the forthcoming years is welcomed with its new and traceable objectives (Work book).

Your Rapporteur's opinion is that the weakness of the transport policy is the application and realization, which is in some cases in a significant delay. The mid-term review of the White Paper is not facing strongly enough this problem and therefore does not have an explicit proposal or solution for it. This is a serious deficiency of the mid-term review.

The main objectives laid down in 2001 remain still valid, although lots of them have been slightly modified due to changed circumstances or because they have not brought enough achievement.

The mid-term review correctly points out that transport as a service plays a key role in the economy and society and that it is inseparable from them. These objectives put the Union's transport policy at the heart of the Lisbon Agenda, and give a broad direction - better regulation, sustainable development, flexible and pragmatic approach - to meet transport needs.

The changed circumstances since 2001 have to be taken into account. Among these the international context, the globalisation, the latest and the forthcoming enlargement, the overall development of the internal market and the competitiveness of the European economy make a broader and more flexible approach necessary.

Your Rapporteur believes that if European transport policy is not being renewed and re-adjusted in order to fit to these new challenges, the growing congestion, the environmental pressure and the social sustainability problems will be serious barriers of Europe's economic growth and prosperity.

In this initiative report your Rapporteur would like to highlight the most important issues of the different policy areas, which have to be put more in focus by the Community. We ask the Council and the Commission to give more explicit solutions to these questions and consider them as the cornerstones of the new challenges of the European transport policy.

### **Main points of the report**

1. The insufficient application and the incomplete execution of the transport legislation is one of the main barriers of a successful European transport policy. This should be changed and

could be solved only if cooperation between the different levels will be strengthened.

Furthermore a pragmatic and cooperative interconnection of transport and other policy areas such as energy, environment and innovation is necessary, and should be part of the legislation. This interconnection should be launched within the Commission.

2. Your Rapporteur fully agrees with the aim of Better Regulation, that European legislation should focus on fields where it is necessary and policy measures should be taken at EU-level only where it would bring clear added value. We encourage the Commission to step more strongly in order to implement and enforce the existing common European transport policy.

3-4. As regards the financing, Europe needs more creative and courageous solutions, which offer different solutions to the different transport modes. There is a general lack of infrastructure finance and political support to implement key European projects. Transport demand is growing faster, than anticipated before. There is a real risk to European economy from continuous inaction. Europe needs transport corridors with coordinated pricing, interoperability and operational rules, of which investments cannot be deferred.

Therefore your Rapporteur considers indispensable for the European Institutions to find a solution during the revision of the FINP in 2008 at the latest. The preparation of this task must start as soon as possible, first of all with working out new alternative and innovative ways of financing.

The achievement of the Eurovignette directive has to be acknowledged, suggesting that the return of the charging should be spent for transport. The European Parliament is waiting for the outcome of the Commission's analysis on internalisation of external costs.

5. Your Rapporteur believes that the opportunities and tasks for the transport policy arising from the reunification of Europe in 2004 and 2007 should be taken into account.

The latest enlargement of the Union brought a significant increase in diversity. Community legislation and individual policy measures need to follow the different needs of the Member States and need to be based on in-depth analyses showing the possible effect on each Member State and beyond that separately on the new Member States, if necessary. A qualitative progress and where it is possible a leap should be made with the help of co-modality and intelligent transport. Co-modality can lead to an optimised use and proportional development of all modes of transport. Community co-financing is inevitable in these cases.

It is extremely important that the Institutions and the Member States do their best in order to exploit fully the transport envelope of the Cohesion Fund and also to support transport related environmental investments from the environmental envelope of the Cohesion Fund.

It would be also important for the new Member States' state-owned enterprises to analyse those financial contributions, which are not considered as state aid.

6. The future transport policy will have to optimise each mode's own potential to meet the objectives of clean and efficient transport systems.

Your Rapporteur would like to emphasise the achievements of the modal shift with the help of the Marco Polo Programme, and with other former legislation. Nevertheless modal shift is not the only one solution, and we should not expect more than it could provide. Your Rapporteur supports more flexible and competitive solutions, where each transport mode plays its best part in the complex whole transport, and where each mode can be used together to benefit of the entire system.

7. Your Rapporteur emphasises and supports the importance of the intelligent transport systems. The potential for technology must be enhanced in order to make transport safer and more environmental friendly. Without raising too high expectations, it is important to integrate ITS into the European transport policy.

The most important question in this area is how to create an appropriate market for these new, innovative solutions. The Community has to work closely with the industry to solve this question. Your Rapporteur welcomes the Green Book on the Galileo application but further progress is needed in order that ITS becomes part of our daily transport management, in particular logistics and safety management (SESAR, ERTMS, RIS, eCall).

8-9. Your Rapporteur agrees that Europe needs to integrate the logistics thinking in each transport policy. Although logistics itself is primary a business related activity, the Community has to create appropriate framework conditions.

The global dimension of the transport sector needs to be more integrated into the Community's overall transport policy and also broader relationship with third countries and organisations need to be developed. Galileo has a global scope now and both aviation and maritime transport has successful examples, which are inseparable from the global conditions (IMO and ILO agreements, the emission application rules, EU-US aviation agreement).

10. The Work book of the main actions for the forthcoming years is welcomed. It would be desired to keep this timing but we point out some topics in the report. Besides considering subsidiarity, there is a growing demand to provide best-practice models on urban transport. We support this demand. Your Rapporteur would like to call the attention that the mid-term review is not dealing with some means of transport, like bus, motorcycle and bicycle, which should be complemented.

28.2.2007

## **OPINION OF THE COMMITTEE ON INDUSTRY, RESEARCH AND ENERGY**

for the Committee on Transport and Tourism

on "Keep Europe moving – Sustainable mobility for our continent"  
(2006/2227(INI))

Draftswoman: Satu Hassi

### **SUGGESTIONS**

The Committee on Industry, Research and Energy calls on the Committee on Transport and Tourism, as the committee responsible, to incorporate the following suggestions in its motion for a resolution:

1. Welcomes the Commission's Communication to the European Parliament and the Council, entitled "Keep Europe moving – Sustainable mobility for our continent", which is a review of its 2001 Transport White Paper and the aim of making transport policy more economically, environmentally and socially sustainable;
2. Stresses the importance of European transport policy both for the renewed Lisbon Strategy and the revised sustainable development strategy and welcomes the recent proposal by the Council of Transport Ministers, at the instigation of the German Presidency, to strengthen the role of transport policy when adopting the conclusions of the forthcoming European Council in the spring;
3. Reiterates the need to reduce CO<sub>2</sub> emissions substantially, both from vehicles individually and from the whole transport sector;
4. Recommends the extension of the "avoidance approach" taken in the freight transport sector to passenger transport;
5. Urges the Commission to clearly define the term "co-modality" and to intensify its efforts to achieve a modal shift towards safer, more economical and environmentally-friendly modes, such as rail and waterborne transport;
6. Urges the Commission to present proposals for efficient cabotage legislation aimed at opening up the transport markets, so as to improve transport efficiency which, in turn, will reduce emissions and traffic congestion;

7. Calls on the Commission to give priority to a smaller number of TEN-T projects, oriented towards long-term sustainability, EU-enlargement and cross-border interoperability;
8. Calls on the Commission to give priority, when implementing the Seventh Framework Programme, to projects and programmes concerning intelligent transport systems and logistics, including road safety, urban transport and alternative fuels, while urging both the Member States and other stakeholders to focus on these areas;
9. Stresses that investment in infrastructure and making optimum use of existing transport sector resources in the Member States should be recognised as priorities for the EU's transport policy;
10. Stresses the need to stepwise internalise all external costs in the price of transport, to introduce "the polluter pays" principle and to promote fair competition, especially in the field of road and air transport; in this connection invites the Commission to devise, by the end of 2007, a methodology for the internalisation of external costs and subsequently to propose a new "Eurovignette 3" directive setting minimum charging rates for the entire EU road network;
11. Urges the Commission and Member States to carefully consider future steps in taxing road traffic on the basis of CO<sub>2</sub> emissions; stresses that revenue from road charges should be reinvested in modern infrastructure and that all the economic implications of the internalisation of external costs in transport prices should be thoroughly assessed;
12. Invites the Commission to take further measures in favour of sustainable transport in mountainous and densely populated areas, following the signature, by the Transport Council on 11 December 2006, of the Transport Protocol to the Alpine Convention;
13. Notes that CO<sub>2</sub> emissions are growing more rapidly in the transport sector than in any other sector and counteract emission reductions in other sectors; given this, regards it as vital to set binding CO<sub>2</sub> emission limits for new vehicles and strict targets for CO<sub>2</sub> emissions for the entire car fleet, possibly in the form of a separate CO<sub>2</sub> Personal Emissions Trading Scheme (PETS) for road transport;
14. Notes the role that biofuels can play in reducing CO<sub>2</sub> emissions from the transport sector; calls on the Commission to ensure EU-wide quality and interoperability standards for biofuels;
15. Calls for the introduction of "transport labels" indicating CO<sub>2</sub> emissions per kilometre for all forms of transport;
16. Emphasises that the European Modular System not only reduces emissions but also improves the efficiency of logistics operations thanks to reduced traffic congestion, and road safety thanks to a smaller number of vehicles on the roads;
17. Calls on the Member States to promote sustainable alternatives for meeting short distance transport needs and urban transport, such as walking, cycling, public transport and car-pooling/sharing, and to take measures to assign a price to CO<sub>2</sub> emissions;

18. Urges the Commission to continue efforts to reduce the climate impact of aviation, including the introduction of kerosene taxation and VAT on EU flight tickets; reiterates that any emissions trading scheme relating to aviation needs to address the full climatic impact of aviation and prevent potential wind-fall profits through the practice of auctioning;
19. Calls on the Commission to integrate energy saving (by speed management) and climate protection (by intensive cooperation with meteorological services) into Air Traffic Management and particularly into the SESAR project;
20. Urges the Commission and Member States to take additional measures and to improve the legal framework in order to boost better performing (transborder) freight and passengers railway services, and maritime and inland waterway transport services in order to facilitate co-modality.

## PROCEDURE

<b>Title</b>	Keep Europe moving – Sustainable mobility for our continent
<b>Procedure number</b>	2006/2227(INI)
<b>Committee responsible</b>	TRAN
<b>Opinion by</b> Date announced in plenary	ITRE 28.9.2006
<b>Enhanced cooperation – date announced in plenary</b>	
<b>Drafts(wo)man</b> Date appointed	Satu Hassi 4.10.2006
<b>Previous drafts(wo)man</b>	
<b>Discussed in committee</b>	22.1.2007      27.2.2007
<b>Date adopted</b>	27.2.2007
<b>Result of final vote</b>	+:                21 –:                1 0:                14
<b>Members present for the final vote</b>	Jan Březina, Pilar del Castillo Vera, Jorgo Chatzimarkakis, Den Dover, Lena Ek, Adam Gierek, Norbert Glante, András Gyürk, Fiona Hall, David Hammerstein Mintz, Erna Hennicot-Schoepges, Ján Hudacký, Werner Langen, Eugenijus Maldeikis, Eluned Morgan, Reino Paasilinna, Atanas Paparizov, Vladimír Remek, Herbert Reul, Teresa Riera Madurell, Paul Rübig, Andres Tarand, Britta Thomsen, Patrizia Toia, Claude Turmes, Nikolaos Vakalis, Alejo Vidal-Quadras
<b>Substitute(s) present for the final vote</b>	Alexander Alvaro, Etelka Barsi-Pataky, Danutė Budreikaitė, Philip Dimitrov Dimitrov, Robert Goebbels, Satu Hassi, Gunnar Hökmark, Lambert van Nistelrooij, Esko Seppänen
<b>Substitute(s) under Rule 178(2) present for the final vote</b>	
<b>Comments (available in one language only)</b>	

## PROCEDURE

<b>Title</b>	Keep Europe moving - Sustainable mobility for our continent				
<b>Procedure number</b>	2006/2227(INI)				
<b>Committee responsible</b> Date authorisation announced in plenary	TRAN 28.9.2006				
<b>Committee(s) asked for opinion(s)</b> Date announced in plenary	ITRE 28.9.2007	ENVI 28.9.2007.	EMPL 28.9.2007	ECON 28.9.2007	BUDG 28.9.2007
<b>Not delivering opinion(s)</b> Date of decision	ENVI 3.10.2006	EMPL 10.7.2006	ECON 24.10.2006	BUDG 26.2.2007	
<b>Enhanced cooperation</b> Date announced in plenary					
<b>Rapporteur(s)</b> Date appointed	Etelka Barsi-Pataky 5.9.2006				
<b>Previous rapporteur(s)</b>					
<b>Discussed in committee</b>	22.11.2006	24.1.2007	27.3.2007		
<b>Date adopted</b>	8.5.2007				
<b>Result of final vote</b>	+ 31 - 4 0 0				
<b>Members present for the final vote</b>	Inés Ayala Sender, Etelka Barsi-Pataky, Jean-Louis Bourlanges, Michael Cramer, Arūnas Degutis, Christine De Veyrac, Saïd El Khadraoui, Robert Evans, Emanuel Jardim Fernandes, Mathieu Grosch, Stanisław Jałowiecki, Georg Jarzembowski, Dieter-Lebrecht Koch, Bogusław Liberadzki, Eva Lichtenberger, Erik Meijer, Willi Piecyk, Reinhard Rack, Luca Romagnoli, Gilles Savary, Brian Simpson, Renate Sommer, Dirk Sterckx, Ulrich Stockmann, Silvia-Adriana Țicău, Georgios Toussas, Yannick Vaugrenard				
<b>Substitute(s) present for the final vote</b>	Zsolt László Becsey, Salvatore Tatarella, Ari Vatanen, Corien Wortmann-Kool				
<b>Substitute(s) under Rule 178(2) present for the final vote</b>	Den Dover, Árpád Duka-Zólyomi, Béla Glattfelder, Robert Goebbels				
<b>Date tabled</b>	15.5.2007				
<b>Comments</b> (available in one language only)					