

# EUROPEAN PARLIAMENT

2004



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*Committee on Transport and Tourism*

**2007/0295(COD)**

8.5.2008

## **OPINION**

of the Committee on Transport and Tourism

for the Committee on the Environment, Public Health and Food Safety

on the proposal for a regulation of the European Parliament and of the Council  
on type-approval of motor vehicles and engines with respect to emissions from  
heavy duty vehicles (Euro VI) and on access to vehicle repair and maintenance  
information  
(COM(2007)0851 – C6-0007/2008 – 2007/0295(COD))

Draftsman: Johannes Blokland

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## SHORT JUSTIFICATION

### **Introduction**

In introducing its proposal for Euro VI emission limits from heavy duty vehicles, the European Commission highlights the increasing environmental pressure on urban and densely populated areas. Traffic accounts for an important part of NO<sub>x</sub> and PM emissions in such areas.

With a view to addressing these problems, the Commission introduced the CAFE programme (Clean Air For Europe) in 2001. The programme focused on strategies that could contribute to a reduction of emissions and thereby improve air quality by 2020. Six areas of possible action were defined, one of which was to reduce emissions at source.

The Commission considers the Euro VI emission levels as one method of decreasing the emissions of ozone precursors such as NO<sub>x</sub> and PM. Compared with the Euro V emission limits, the limit for NO<sub>x</sub> is to be reduced by 80% and that for PM by 67%. As some technical elements of the proposal depend on progress achieved in the context of United Nations working groups, the Commission proposes to include further technical requirements only once an agreement has been reached in these working groups.

The Commission also sets requirements on the access to repair and maintenance information to independent operators, in addition to those linked to the manufacturers directly.

The results of the consultation on the Euro VI proposal showed that respondents broadly agree with the proposal.

### **The position of the Rapporteur**

Your rapporteur agrees on the need to put effort into reducing emissions at source in order to reduce emissions from vehicles, both light and heavy. The rapporteur therefore approves of the Euro VI proposal. There are, however, some comments to be made on some elements of the proposal.

### ***Emission Levels and Timeframe***

The Commission aims to realise the concrete effects of this proposal by 2020. This is linked to the timeframe of the CAFE program. There is, however, another timeframe which should be taken into account. In 2015 new requirements on air quality will come into force. It is probable that urban and densely populated regions will have difficulties in meeting these requirements. This is partly due to vehicle emissions. Increasing the environmental performance of vehicles will therefore contribute to the improvement of local air quality, enabling Member States to get closer to the required level of quality as of 2015.

Each year 10% of the total number of heavy duty vehicles in the EU is replaced. In order to make a substantial contribution to the 2015 air quality requirements, the introduction dates of the Euro VI limits should be brought forward. As it should be possible to reach a first reading agreement with Council on this proposal before October 2008, the introduction dates should be brought forward to 1 October 2011 (type approval) and 1 October 2012 (new vehicles). Industry has indicated it requires 36 months to adapt its production lines once new requirements are introduced.

The yearly renewal of ten percent of the fleet means that it would take a minimum of ten years for the entire vehicle fleet to adapt to the new requirements and contribute to lower emission levels. It would be useful to ask the Commission to consider whether the Euro VI requirements can also be extended to 'old' vehicles by means of retro-fit systems. If investigations show that this would be technically possible, corresponding legislation should be proposed.

### ***Access to Information***

In the past, the maintenance of heavy duty vehicle was only done by repairers linked to the manufacturer of the vehicle. Over the last few years the market share of the independent operators has been steadily increasing. This implies that 'external' access to technical information on vehicles is becoming more important. This information is provided by manufacturers via their own websites. Information is accessible to independent operators, though each manufacturer presents the information in a different format which does not contribute to a level playing field between workshops.

At present there is an obligation on the provision of information contained in Regulation (EC) No 1400/2002 and a standardised format for the presentation of technical information also exists (OASIS). As Regulation 1400/2002 is expected to be repealed by 2010, requirements on access to information should be included in the current proposal. As the OASIS system is developed by both manufacturers and independent operators - under the supervision of the Commission – it should be the system under which information is presented. Standardised information will lead to a level playing field among repair workshops and will offer greater choice to customers.

Your rapporteur would like to emphasize the importance of equal access to information, presented in an identical manner, with a view to achieving a level playing field for operators. He would therefore like to strengthen the information requirements in Article 3.

### ***Comitology***

Finally, some consideration should be given to the careful use of comitology procedures. Comitology procedures are indented for the adaptation of requirements with technical progress. It should therefore not be used to introduce new technical requirements that substantially change the standards. For that reason some safeguards have been put forward in Articles 5 and 12.

## **AMENDMENTS**

The Committee on Transport and Tourism calls on the Committee on the Environment, Public Health and Food Safety, as the committee responsible, to incorporate the following amendments in its report:

## Amendment 1

### Proposal for a regulation

#### Recital 5

*Text proposed by the Commission*

(5) Achieving EU air quality objectives requires a continuing effort to reduce vehicle emissions. For that reason, industry should be provided with clear information on future emission limit values.

*Amendment*

(5) Achieving EU air quality objectives requires a continuing effort to reduce vehicle emissions. For that reason, industry should be provided with clear information on future emission limit values **and be given an appropriate lead time to comply with them.**

*Justification*

*Industry needs a 36 month lead-time in order to adapt their production processes to new technical requirements.*

*The Commission's objective of improving air quality must be achieved, but industry must have an appropriate lead time to react to the new legislation and to recoup its substantial investment in complying with earlier regulations (e.g. Euro V).*

## Amendment 2

### Proposal for a regulation

#### Recital 6 a (new)

*Text proposed by the Commission*

*Amendment*

***(6a) The retro-fitting of older heavy duty vehicles with more modern emission control systems would improve air quality. The Commission should consider proposing EU legislation for such systems that also ensures that nitrogen dioxide emissions from retro-fit emission control systems are restricted.***

*Justification*

*Each year approximately 10% of the heavy duty vehicle fleet is replaced. For that reason the effect of the Euro VI provisions will take a number of years to be fully realised. In order to achieve the maximum effect from the current proposal, the Commission should investigate whether EU legislation to retro-fit systems for existing vehicles can be put forward.*

## Amendment 3

### Proposal for a regulation

#### Recital 7

##### *Text proposed by the Commission*

(7) In setting emissions standards it is important to take into account the implications for competitiveness of markets and manufacturers, the direct and indirect costs imposed on business and the benefits that accrue in terms of stimulating innovation, improving air quality, reducing health costs and increasing life expectancy.

##### *Amendment*

(7) In setting emissions standards it is important to take into account the implications for competitiveness of markets and manufacturers, the direct and indirect costs imposed on business and the benefits that accrue in terms of stimulating innovation, improving air quality, reducing health costs and increasing life expectancy. ***To favour manufacturers' competitiveness the emissions standard should remain unchanged for a minimum period of five years.***

##### *Justification*

*The industry needs a minimum period of stability of five years for each emission standard in order to get the return on the investments necessary to introduce the new technology. Very frequent modifications of the emissions requirements oblige the manufacturers to dedicate a lot of resources to updating current products. This penalises the time to market of new products, generating a competitive disadvantage. Only guaranteeing a sufficient and proper lead time will not jeopardise competitiveness and will ensure the achievement of environmental targets in the long term.*

## Amendment 4

### Proposal for a regulation

#### Recital 8

##### *Text proposed by the Commission*

(8) Unrestricted access to vehicle repair information, via a standardised format which can be used to retrieve the technical information, and effective competition on the market for vehicle repair and maintenance information services are necessary to improve the functioning of the internal market, particularly as regards the free movement of goods, freedom of establishment and freedom to provide services. A great proportion of such

##### *Amendment*

(8) Unrestricted access to vehicle repair information ***in the most appropriate way, without causing a disproportionate burden relative to the benefits to customers,*** via a standardised format which can be used to retrieve the technical information, and effective competition on the market for vehicle repair and maintenance information services are necessary to improve the functioning of the internal market, particularly as regards the

information is related to on-board diagnostic systems and their interaction with other vehicle systems. It is appropriate to lay down technical specifications to be followed by the manufacturers in their websites, along with targeted measures to ensure reasonable access for small and medium-sized enterprises (SMEs).

free movement of goods, freedom of establishment and freedom to provide services. A great proportion of such information is related to on-board diagnostic systems and their interaction with other vehicle systems. It is appropriate to lay down technical specifications to be followed by the manufacturers in their websites, along with targeted measures to ensure reasonable access for small and medium-sized enterprises (SMEs).

#### *Justification*

*The Commission should have the power to adopt only appropriate measures concerning access to vehicle repair and maintenance information. There is no reason to cause a disproportionate burden in relation to the benefits to the customers. For example, extending the definition of repair and maintenance information to the remote diagnostic and obliging the manufacturers to enable accredited independent repairers to access the vehicle security system appear not to be appropriate.*

### **Amendment 5**

#### **Proposal for a regulation**

##### **Recital 15**

#### *Text proposed by the Commission*

(15) In order to better control actual in-use emissions including OCE and to facilitate the in-service conformity process, a testing methodology and performance requirements based on the use of portable emission measuring systems (PEMS) should be adopted.

#### *Amendment*

(15) In order to better control actual in-use emissions including OCE and to facilitate the in-service conformity process, a testing methodology and performance requirements based on the use of portable emission measuring systems (PEMS) should be adopted ***within an appropriate time frame.***

#### *Justification*

*The inclusion of these elements is a very important step towards globally harmonised legislation and for the global competitiveness of the EU industry. The Commission should be bolder in the language it uses and adopt such Global Technical Regulations (gtrs) in Euro VI.*

### **Amendment 6**

#### **Proposal for a regulation**

##### **Recital 18 a (new)**

*Text proposed by the Commission*

*Amendment*

***(18a) Member States should draw up ambitious measures to ensure retrofitting of existing heavy duty vehicles in line with Euro VI standards.***

*Justification*

*The existing vehicles remain a large part of the fleet for years and retrofitting has a large potential for reducing emissions.*

## **Amendment 7**

### **Proposal for a regulation Recital 18 b (new)**

*Text proposed by the Commission*

*Amendment*

***(18b) Member States should regularly monitor the rates of vehicle renewal and retrofitting, intensify their efforts to reduce the rate of more polluting vehicles and report the results every year to the Commission.***

*Justification*

*Monitoring and reporting can build a basis for making emissions reduction policy more efficient in the future.*

## **Amendment 8**

### **Proposal for a regulation Article 2 – paragraph 2**

*Text proposed by the Commission*

*Amendment*

This Regulation shall apply without prejudice to Article 2(2) of Regulation (EC) No 715/2007.

This Regulation shall apply without prejudice to Article 2(2) of Regulation (EC) No 715/2007, ***which allows approvals granted to vehicle types with a reference mass  $\leq 2\,610$  kg to be extended, under specific conditions, to similar vehicle types with a reference mass  $\leq 2\,840$  kg.***



### *Justification*

*A number of (light-duty) vehicles types have the same technical basis. Depending on the specific upper body used, their weights might either be just beneath or just over the 2.610 kg threshold. That would mean that two vehicles which were technically identical would be treated differently; one would be considered a light-duty vehicle, and the other a heavy duty vehicle. This would make a difference with regards to the technical requirements for type approval. The provision of Regulation 715/2007/EC on this matter is added to clarify the situation.*

## **Amendment 9**

### **Proposal for a regulation**

#### **Article 3 – point 1**

##### *Text proposed by the Commission*

(1) "engine" means the ***motive propulsion source of a vehicle for which type-approval as a separate technical unit, as defined in point (25) of Article 3 of Directive 2007/46/EC, may be granted;***

##### *Amendment*

(1) "engine ***system***" means the ***engine, the emission control system and the communication interface (hardware and messages) between the engine system electronic control unit(s) (ECU) and any other power train or vehicle control unit;***

### *Justification*

*Concerning point 1: compliance with Euro VI must be demonstrated for the whole 'engine system'. The engine system is the optimum interplay between the engine, the exhaust after-treatment system and additional control elements. The definition of 'engine' must be modified accordingly or replaced by a definition of 'engine system'. WHDC gtr No 4 already includes definitions for 'engine system', 'engine type' and 'exhaust after-treatment system', which can appropriately be incorporated here.*

## **Amendment 10**

### **Proposal for a regulation**

#### **Article 3 – point 1 a (new)**

##### *Text proposed by the Commission*

##### *Amendment*

***(1a) "engine type" means a category of engines which do not differ in essential engine characteristics;***

### *Justification*

*Concerning point 1: compliance with Euro VI must be demonstrated for the whole 'engine system'. The engine system is the optimum interplay between the engine, the exhaust after-treatment system and additional control elements. The definition of 'engine' must be modified accordingly or replaced by a definition of 'engine system'. WHDC gtr No 4 already includes definitions for 'engine system', 'engine type' and 'exhaust after-treatment system', which can appropriately be incorporated here.*

### **Amendment 11**

#### **Proposal for a regulation Article 3 – point 1 b (new)**

*Text proposed by the Commission*

*Amendment*

**(1b) "exhaust after-treatment system" means a catalyst (oxidation or 3-way), particulate filter, deNOx system, combined deNOx particulate filter or any other emission-reducing device that is installed downstream of the engine. This definition excludes exhaust gas recirculation (EGR), which is considered as an integral part of the engine;**

### *Justification*

*Concerning point 1: compliance with Euro VI must be demonstrated for the whole 'engine system'. The engine system is the optimum interplay between the engine, the exhaust after-treatment systems and additional control elements. The definition of 'engine' must be modified accordingly or replaced by a definition of 'engine system'. WHDC gtr No 4 already includes definitions for 'engine system', 'engine type' and 'exhaust after-treatment system', which can appropriately be incorporated here.*

### **Amendment 12**

#### **Proposal for a regulation Article 3 – point 7**

*Text proposed by the Commission*

*Amendment*

(7) "on-board diagnostic" or "OBD system" means a system for **controlling** emissions which has the capability of identifying the likely area of malfunction by means of fault codes stored in computer

(7) "on-board diagnostic" or "OBD system" means a system for **monitoring** emissions which has the capability of identifying the likely area of malfunction by means of fault codes stored in computer

memory;

memory;

### *Justification*

*An OBD system does not 'control' but instead 'monitors' emissions. If the OBD system identifies a failure in the emission system, repairs can then be carried out.*

## **Amendment 13**

### **Proposal for a regulation**

#### **Article 3 – point 11**

##### *Text proposed by the Commission*

(11) "vehicle repair and maintenance information" means all information required for diagnosis, servicing, inspection, periodic monitoring, repair, re-programming **or** re-initialising of the vehicle and which the manufacturers provide for their authorised dealers and repairers, including all subsequent amendments and supplements to such information. This information includes all information required for fitting parts or equipment on to vehicles;

##### *Amendment*

(11) "vehicle repair and maintenance information" means all information required for diagnosis, servicing, inspection, periodic monitoring, repair, re-programming, re-initialising **or the remote diagnostic support** of the vehicle and which the manufacturers provide for their authorised dealers and repairers, including all subsequent amendments and supplements to such information. This information includes all information required for fitting parts or equipment on to vehicles. ***Manufacturers shall provide a standardised, secure, remote facility to enable accredited independent repairers to complete operations which involve access to the vehicle security system;***

### *Justification*

*With the growing (electronic) complexity of vehicles, manufacturers are increasingly providing remote diagnostic support facilities. With a view to creating a level playing field between operators, these facilities should also be made available to independent operators to enable them to offer customers continued choice in repair provision. Furthermore, reference should be made to a secure link between a vehicle and the manufacturer for the re-setting of immobilisers and the re-programming of electronic control units.*

## Amendment 14

### Proposal for a regulation Article 3 – point 11 a (new)

*Text proposed by the Commission*

*Amendment*

***(11a) "manufacturer" means the person or body who is responsible to the approval authority for all aspects of the type-approval or authorisation process and for ensuring conformity of production. It is not essential that the person or body be directly involved in all stages of the construction of the vehicle, system, component or separate technical unit which is the subject of the approval process;***

*Justification*

*Self-explanatory (definition from Article 3.27 of Directive 2007/46/EC).*

## Amendment 15

### Proposal for a regulation Article 5 – paragraph 4 – subparagraph 2

*Text proposed by the Commission*

*Amendment*

The Commission may, in accordance with the procedure referred to in Article 39(9) of Directive 2007/46/EC, adopt other measures concerning specific procedures, tests and requirements for type-approval.

The Commission may, in accordance with the procedure referred to in Article 39(9) of Directive 2007/46/EC, adopt other measures concerning specific procedures, tests and requirements for type-approval ***in order to reflect technical progress on matters covered by existing provisions.***

*Justification*

*The Commission should only be allowed to adopt measures under Article 39(9) of Directive 2007/46/EC that deal with technical progress on specific procedures, tests, etc. No new elements should be introduced under comitology.*

## Amendment 16

### Proposal for a regulation

## Article 5 – paragraph 4 a (new)

*Text proposed by the Commission*

*Amendment*

***4a. The tests must be based on both laboratory simulated and real driving emissions.***

*Justification*

*The Artemis study, co-financed by the EU framework on research and development, showed that emissions during real driving can differ considerably from laboratory-based results.*

## Amendment 17

### Proposal for a regulation

#### Article 8 – paragraph 2 – subparagraph 1

*Text proposed by the Commission*

*Amendment*

2. With effect from **1 October 2014**, national authorities shall, in the case of new vehicles which do not comply with this Regulation, consider certificates of conformity to be no longer valid for the purposes of Article 26 of Directive 2007/46/EC and shall, on grounds relating to emissions, prohibit the registration, the sale and entry into service of such vehicles.

2. With effect from **1 October 2013**, national authorities shall, in the case of new vehicles which do not comply with this Regulation, consider certificates of conformity to be no longer valid for the purposes of Article 26 of Directive 2007/46/EC and shall, on grounds relating to emissions, prohibit the registration, the sale and entry into service of such vehicles. ***Within this time frame, the Commission should ensure that the industry is allowed a 36-month period of lead time to adapt its production processes.***

*Justification*

*This date should allow industry sufficient lead time to adapt its production processes but also ensure that the technical requirements can be set by the comitology procedures in due time.*

*This amendment is to ensure that the Commission comes up quickly with the technical specifications, without compromising the lead time for industry and compromising a strict starting date in 2012 due to strict air quality requirements in 2015.*

## Amendment 18

### Proposal for a regulation

#### Article 10 – paragraph 1 – subparagraph 1

*Text proposed by the Commission*

*Amendment*

Subject to the entry into force of the implementing measures to this Regulation, Member States may provide for financial incentives that apply to motor vehicles in series production, which comply with this Regulation.

Subject to the entry into force of the implementing measures to this Regulation, Member States may provide for financial incentives that apply to motor vehicles in series production, which comply with this Regulation ***and its implementing measures, except for the requirements of Article 6 and its implementing measures.***

*Justification*

*It should be made absolutely clear to industry that incentives are applicable for vehicles that meet the Euro VI emission limits and all implementing measures that will be part of the Euro VI package.*

**Amendment 19**

**Proposal for a regulation**

**Article 10 – paragraph 1 – subparagraph 2**

*Text proposed by the Commission*

*Amendment*

Those incentives shall apply to all new vehicles put on the market of the Member State concerned, which comply with this Regulation. However, they shall cease to apply on 1 October 2014 at the latest.

Those incentives shall apply to all new vehicles put on the market of the Member State concerned, which comply with this Regulation ***and its implementing measures, except for the requirements of Article 6 and its implementing measures.*** However, they shall cease to apply on 1 October ***2013*** at the latest.

*Justification*

*It should be made absolutely clear to industry that incentives are applicable for vehicles that meet the Euro VI emission limits and all implementing measures that will be part of the Euro VI package.*

*This date should allow industry sufficient lead time to adapt its production processes but also ensure that the technical requirements can be set by the comitology procedures in due time.*

## Amendment 20

### Proposal for a regulation

#### Article 12 – paragraph 1 – introductory wording

##### *Text proposed by the Commission*

1. After the completion of the UN/ECE Particulate Measurement Programme, conducted under the auspices of the World Forum for Harmonization of Vehicle Regulations, the Commission shall, without lowering the level of environment protection within the Community:

##### *Amendment*

1. After the completion ***of the relevant parts*** of the UN/ECE Particulate Measurement Programme, conducted under the auspices of the World Forum for Harmonization of Vehicle Regulations, ***but at the latest by 1 October 2008***, the Commission shall, without lowering the level of environment protection within the Community:

##### *Justification*

*In order to provide the industry with enough lead-time to comply with the Euro VI requirements in 2011/2012, all requirements (arising from both legislation and comitology) should be available as of 1 October 2008.*

## Amendment 21

### Proposal for a regulation

#### Article 12 – paragraph 1 – point (a)

##### *Text proposed by the Commission*

(a) introduce particle number based limit values, ***and if appropriate to specify the value of the admissible level of NO<sub>2</sub> component in the NO<sub>x</sub> limit value; therein***, in accordance with Article 39(2) of Directive 2007/46/EC;

##### *Amendment*

(a) introduce particle number based limit values ***based on the correlation with the current state of closed diesel particulate filters***, in accordance with Article 39(2) of Directive 2007/46/EC;

##### *Justification*

*In order to have realistic values for particle numbers, these values should be related to the current state of closed diesel particulate filters.*

## Amendment 22

### Proposal for a regulation

#### Article 12 – paragraph 1 a (new)

##### *Text proposed by the Commission*

##### *Amendment*

***1a. If the development of NO<sub>2</sub> emission levels indicates that NO<sub>2</sub> emissions from heavy duty vehicles might exceed 150 mg/kWh, the Commission shall introduce an NO<sub>2</sub> limit value of 150 mg/kWh for heavy duty vehicles, including an appropriate method of measurement, in accordance with Article 39(2) of Directive 2007/46/EC.***

*Justification*

*NO<sub>2</sub> is the most important type of NO<sub>x</sub> with regard to air quality. In the context of the 2015 targeted NO<sub>2</sub> values as part of the air quality requirements, the emission levels of NO<sub>2</sub> should be monitored closely. When the 150 mg/kWh threshold (related to requirements for retrofit systems) is exceeded – and only then – the Commission should introduce a fixed limit value for NO<sub>2</sub> emissions including an appropriate, harmonised method of measurement.*

**Amendment 23**

**Proposal for a regulation  
Article 12 – paragraph 4**

*Text proposed by the Commission*

4. The Commission shall keep under review the pollutants listed in point 2 of Article 3. If the Commission concludes that it is appropriate to regulate the emissions of additional pollutants, it shall ***amend*** this Regulation accordingly.

*Amendment*

4. The Commission shall keep under review the pollutants listed in point 2 of Article 3. If the Commission concludes that it is appropriate to regulate the emissions of additional pollutants, it shall ***propose amendments to*** this Regulation accordingly.

*Justification*

*The addition of new pollutants to might have serious consequences for industrial requirements. For this reason such additions should be dealt with via a standard legislative procedure.*



## Amendment 24

### Proposal for a regulation

#### Article 15 – paragraph 1

##### *Text proposed by the Commission*

1. Council Directive 80/1269/EEC, Commission Directives 88/195/EEC, 97/21/EC, 1999/99/EC and 2005/78/EC, and Directive 2005/55/EC are repealed with effect from 1 October **2014**.

##### *Amendment*

1. Council Directive 80/1269/EEC, Commission Directives 88/195/EEC, 97/21/EC, 1999/99/EC and 2005/78/EC, and Directive 2005/55/EC are repealed with effect from 1 October **2013**.

##### *Justification*

*This date should allow industry sufficient lead time to adapt its production processes but also ensure that the technical requirements can be set by the comitology procedures in due time.*

## Amendment 25

### Proposal for a regulation

#### Article 16 – paragraph 2

##### *Text proposed by the Commission*

It shall apply from **1 April 2013**. However, Articles 8(3) and 10 shall apply from the date of entry into force and points 1(a)(i), 1(b)(i), 2(a), 3(a)(i), 3(b)(i), 3(c)(i) and 3(d)(i) of Annex II shall apply from 1 October **2014**.

##### *Amendment*

It shall apply from **1 April 2012**. However, Articles 8(3) and 10 shall apply from the date of entry into force and points 1(a)(i), 1(b)(i), 2(a), 3(a)(i), 3(b)(i), 3(c)(i) and 3(d)(i) of Annex II shall apply from 1 October **2013**.

##### *Justification*

*This date should allow industry sufficient lead time to adapt its production processes but also ensure that the technical requirements can be set by the comitology procedures in due time.*

## PROCEDURE

<b>Title</b>	Type-approval of motor vehicles and engines
<b>References</b>	COM(2007)0851 – C6-0007/2008 – 2007/0295(COD)
<b>Committee responsible</b>	ENVI
<b>Opinion by</b> Date announced in plenary	TRAN 15.1.2008
<b>Drafts(wo)man</b> Date appointed	Johannes Blokland 22.1.2008
<b>Discussed in committee</b>	8.4.2008                      5.5.2008
<b>Date adopted</b>	6.5.2008
<b>Result of final vote</b>	+:                      36 –:                      0 0:                      1
<b>Members present for the final vote</b>	Etelka Barsi-Pataky, Arūnas Degutis, Petr Duchoň, Saïd El Khadraoui, Robert Evans, Emanuel Jardim Fernandes, Francesco Ferrari, Brigitte Fouré, Georg Jarzembowski, Stanisław Jałowiecki, Dieter-Lebrecht Koch, Jaromír Kohlíček, Rodi Kratsa-Tsagaropoulou, Sepp Kusstatscher, Bogusław Liberadzki, Eva Lichtenberger, Erik Meijer, Robert Navarro, Josu Ortuondo Larrea, Willi Piecyk, Paweł Bartłomiej Piskorski, Luís Queiró, Reinhard Rack, Gilles Savary, Brian Simpson, Dirk Sterckx, Ulrich Stockmann, Silvia-Adriana Țicău, Georgios Toussas, Yannick Vaugrenard, Lars Wohlin, Roberts Zile
<b>Substitute(s) present for the final vote</b>	Zsolt László Becsey, Johannes Blokland, Jelko Kacin, Ari Vatanen, Corien Wortmann-Kool