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Committee on Agriculture and Rural Development

2007/0019(COD)

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OPINION

of the Committee on Agriculture and Rural Development

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

on the proposal for a directive of the European Parliament and of the Council amending Directive 98/70/EC as regards the specification of petrol, diesel and gas-oil and introducing a mechanism to monitor and reduce greenhouse gas emissions from the use of road transport fuels and amending Council Directive 1999/32/EC as regards the specification of fuel used by inland waterway vessels and repealing Directive 93/12/EEC (COM(2007)0018 – C6-0061/2007 – 2007/0019(COD))

Draftsman: Joseph Daul

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SHORT JUSTIFICATION

The proposal for a directive presented by the European Commission concerning the specification of petrol, diesel and gas-oil and amending Directive 98/70/EC of 13 October 1998 represents an important stage in the process of promoting and developing biofuels in the European Union.

Through many resolutions and reports Parliament has consistently supported all European Union initiatives to reduce greenhouse gas emissions. At the European Council meeting held on 8 and 9 March 2007 it was decided that renewable energy sources should account for 20% of the energy consumed in the European Union by 2020 and that biofuels should make up 10% of the fuels consumed.

Moreover, the current reforms of the market organisations for plant crops are reducing the range of potential outlets for the products concerned. Biofuels offer farmers alternative marketing opportunities, thereby consolidating European regional development policy and safeguarding jobs in rural areas. In addition, areas of land currently covered by the set-aside scheme constitute a reserve which could be exploited in order to meet this new demand.

Against this background, the proposal for a directive presented by the European Commission with a view to correcting the specifications for types of petrol incorporating biofuels is a key component of European policy to facilitate biofuel use.

There is an urgent need to bring the technical specifications set out in Directive 98/70/EC into line with the European Union's political objectives.

First of all, European objectives for the use of biofuels can be met only if manufacturers and distributors incorporate ethanol directly into petrol. One solution would be for oil companies to make available to manufacturers or distributors of biofuels sufficient quantities of low-volatility petrol, something which at present, they do not do. With a view to overcoming this obstacle, therefore, the European Commission is proposing changes to the current specifications for types of petrol.

In addition, Member States wishing to introduce immediately provisions concerning the direct incorporation of ethanol into petrol, in keeping with the wishes of ordinary Europeans, should be able to do so. This approach is all the more justified because the revision of the directive should have been carried out in late 2005, but has been delayed for almost two years.

Finally, the technological development of engines and biofuels for use in the future suggests that future blends will contain more than the current maximum level of ethanol (5%). Although such an objective is a highly desirable one, given that it is entirely consistent with the policy of reducing greenhouse gas emissions, care should be taken to ensure that the information provided to consumers is as comprehensive as possible, with a view to avoiding problems resulting from the use of biofuels in older, unsuitable engines.

In accordance with Directive 85/536/EEC, the European vehicle fleet must now be able to use fuels containing up to 5% bioethanol or 15% ETBE. Accordingly, simplified labelling is

being proposed, restricted to types of petrol incorporating more than 5% ethanol or 15% ETBE.

The development of biofuels is only one aspect of European policy on the reduction of greenhouse gas emissions in the transport sector. If the European Union wishes to honour its international undertakings with regard to environmental protection, there is an urgent need, therefore, to define as quickly as possible new requirements applicable to that sector.

The European Commission is proposing the incorporation in the directive of a procedure to determine the measures required to comply with the principle of a reduction in CO₂ emissions in the transport sector over the period from 1 January 2011 to 2020.

The target of a reduction of 10%, per unit of energy and over 10 years, in greenhouse gas emissions produced over the whole life cycle of fuels is consistent with the policy supported by all Europeans. The importance of that objective is such that the measures required should have been the subject of specific discussion in the European institutions.

Given the urgent nature of the situation, the Committee on Agriculture endorses the principle of incorporating these provisions into the directive, even though its primary objective is that of modifying the quality of motor fuels.

Nevertheless, the Committee on Agriculture will be particularly watchful when the measures to be adopted at European level and implemented by the Member States as from 1 January 2009 are drawn up. In that connection, it calls on the Commission to keep Parliament informed about the progress of the discussions and, in particular, about the reasons for any delay in implementing the measures in question.

AMENDMENTS

The Committee on Agriculture and Rural Development calls on the Committee on the Environment, Public Health and Food Safety, as the committee responsible, to incorporate the following amendments into its report:

Text proposed by the Commission¹

Amendments by Parliament

Amendment 1 RECITAL 6

(6) Directive 2003/30/EC of 8 May 2003 of the European Parliament and of the Council

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¹ Not yet published in Official Journal.

on the promotion of the use of biofuels or other renewable fuels for transport aims at promoting the use of biofuels within the Community. The Community Strategy on Biofuels has been further elaborated in the Communication from the Commission of 2006 - An EU Strategy for Biofuels. While indicating the willingness to further develop biofuels and biofuel technology, the Communication makes clear that the growth of biofuels should not lead to an increase in environmental damage and emphasised the need for improving the greenhouse gas saving. The Communication also recognises the need to encourage further development of biofuel technology.

on the promotion of the use of biofuels or other renewable fuels for transport aims at promoting the use of biofuels within the Community. **Biofuels represent one means of achieving the targets laid down by the European Union for the reduction of greenhouse gas emissions, more specifically in the transport sector.** The Community Strategy on Biofuels has been further elaborated in the Communication from the Commission of 2006 - An EU Strategy for Biofuels. While indicating the willingness to further develop biofuels and biofuel technology, the Communication makes clear that the growth of biofuels should not lead to an increase in environmental damage and emphasised the need for improving the greenhouse gas saving. The Communication also recognises the need to encourage further development of biofuel technology.

Amendment 2 RECITAL 9

(9) The combustion of road transport fuel is responsible for around 20% of Community Greenhouse Gas emissions. **One approach to reducing these emissions is through reducing the life-cycle greenhouse gas emissions of these fuels.** This can be done in a number of ways. In view of the Community's ambition to further reduce greenhouse gas emissions and the important role that road transport emissions play, it is appropriate to work on a mechanism requiring fuel suppliers to report the life-cycle greenhouse gas emissions of the fuel that they supply and to reduce those emissions by a fixed amount per year from 2010 onwards. As one of the **consequences of this directive will be an increased possibility to use biofuels the greenhouse gas reporting and reduction mechanism will be developed in co-ordination with the provisions of Directive 2003/30/EC.**

(9) The combustion of road transport fuel is responsible for around 20% of Community Greenhouse Gas emissions. To **reduce** these emissions **it would be essential to reduce** the life-cycle greenhouse gas emissions of these fuels. This can be done in a number of ways. In view of the Community's ambition to further reduce greenhouse gas emissions and the important role that road transport emissions play, it is appropriate to work on a mechanism requiring fuel suppliers to report the life-cycle greenhouse gas emissions of the fuel that they supply and to reduce those emissions by a fixed amount per year from 2010 onwards. As one of the **objectives of this directive is to increase the possibility to use biofuels the greenhouse gas reporting and reduction mechanism will be developed in co-ordination with the provisions of Directive 2003/30/EC and should be introduced by 31 December 2008 at the**

latest.

Justification

Il est indispensable d'instaurer une politique volontariste de réduction des émissions de gaz à effet de serre, sous peine de voir l'Union européenne ne pas respecter ses engagements internationaux en la matière.

D'autre part, la proposition de la Commission de directive relative à la spécification des essences aurait dû être prise pour le 31 décembre 2005. Les retards pris conduisent à différer sans cesse une politique européenne de réduction des gaz à effet de serre. C'est la raison pour laquelle il est donc plus qu'urgent que l'Union européenne prenne toutes les dispositions nécessaires pour mettre en place, dans les délais les plus brefs, tous les éléments indispensables à une politique dynamique de réduction des gaz à effet de serre. Dans ce cadre, la fixation d'une date limite impérative pour la mise en place d'un mécanisme de déclaration et de réduction des émissions de gaz à effet de serre s'impose.

Amendment 3
RECITAL 9 A (new)

(9a) Reducing greenhouse gas emissions is an imperative for everyone. Through the objectives laid down, the European Union should demonstrate the scope for implementing policies which make reductions in greenhouse gas emissions compulsory. Moreover, given the environmental issues at stake, it is essential that a mechanism for declaring and reducing greenhouse gas emissions should be introduced before 1 January 2009. If that target date is not met, the Commission should submit a report to the European Parliament giving the reasons for the delay.

Justification

Reducing greenhouse gas emissions is an imperative for all countries. Through the objectives laid down, the European Union must demonstrate the scope for implementing policies which make reductions in greenhouse gas emissions compulsory.

Amendment 4
RECITAL 11

(11) The **Commission** has set a goal of

(11) The **European Union** has set a goal of

achieving a minimum 10% biofuel share in transport fuels by 2020. Continuing technical progress in the fields of automotive and fuel technology coupled with the continuing desire to ensure that the level of environmental and health protection is optimised necessitate periodic review of the fuel specifications based upon further studies and analyses of the impact of additives and biofuels component on pollutant emissions. Therefore, the possibility of facilitating the decarbonisation of transport fuels should be regularly reported upon.

achieving a minimum 10% biofuel share in transport fuels by 2020. Continuing technical progress in the fields of automotive and fuel technology coupled with the continuing desire to ensure that the level of environmental and health protection is optimised necessitate periodic review of the fuel specifications based upon further studies and analyses of the impact of additives and biofuels component on pollutant emissions. Therefore, the possibility of facilitating the decarbonisation of transport fuels should be regularly reported upon.

Justification

Parliament has always advocated ambitious targets for the use of biofuels. For its part, in its communication of 8 and 9 March 2007 the European Council drew attention to the binding target of at least 10% for biofuel use in the transport sector.

Amendment 5
RECITAL 11 a (new)

(11a) The Commission should draw up a proposal for legislation designed to ensure that the manufacture of fuels from vegetable raw materials does not endanger food security.

Justification

The primary goal of the common agricultural policy is food security. The raw materials for plant-based fuels are grown on the same land as foodstuffs. For that reason, legislation is needed to ensure that the use of plant-based fuels does not endanger food security, also in developing countries.

Amendment 6
RECITAL 12 A (new)

(12a) Blending ethanol in petrol results in a non-linear change of the vapour pressure of the resulting fuel mixture.

Justification

A proper understanding of the problems involved makes changes to the structure of the recitals essential.

Amendment 7
RECITAL 13

(13) The details concerning the blending of ethanol into petrol, in particular the limits on vapour pressure and possible alternatives for ensuring that ethanol blends do not exceed acceptable vapour pressure limits, should be reviewed on the basis of experience on the application of Directive 98/70/EC.

(13) ***Given that the vapour pressure of blends is also linked to the original composition of the petrols used,*** the details concerning the blending of ethanol into petrol, in particular the limits on vapour pressure and possible alternatives for ensuring that ethanol blends do not exceed acceptable vapour pressure limits, should be reviewed on the basis of experience on the application of Directive 98/70/EC.

Justification

Since the volatility of ethanol is stable for a given level of ethanol, the composition of the petrols making up the blend is the factor determining the volatility of the final product.

Amendment 8
RECITAL 14

(14) ***Blending ethanol into petrol increases the vapour pressure of the resulting fuel while*** the vapour pressure for petrol blends has to be controlled to limit air pollutant emissions.

(14) ***Given that the increase in the vapour pressure of the petrol-ethanol blend reaches its maximum when 5% ethanol by volume has been incorporated, and then decreases for blends with higher ethanol levels,*** the vapour pressure for petrol blends has to be controlled to limit air pollutant emissions.

Justification

The increase in the vapour pressure of the blend reaches its maximum when 5% of ethanol by volume has been incorporated, then decreases for blends with higher ethanol levels.

Amendment 9
RECITAL 15

(15) ***Blending ethanol in petrol results in a***

(15) To ensure that the vapour pressure of

non-linear change of the vapour pressure of the resulting fuel mixture. To ensure that the vapour pressure of the petrol resulting from blending any two legal petrol-ethanol blends remains within the legal vapour pressure limit, it is necessary to define the permitted vapour pressure waiver for such mixtures so that it corresponds to the actual increase in vapour pressure that results from adding a given percentage of ethanol to petrol.

the petrol resulting from blending any two legal petrol-ethanol blends remains within the legal vapour pressure limit, it is necessary to define the permitted vapour pressure waiver for such mixtures so that it ***takes account of the intrinsic quality of the petroils used and thus*** corresponds to the actual increase in vapour pressure that results from adding a given percentage of ethanol to petrol.

Justification

Since the volatility of ethanol is stable for a given level of ethanol, the composition of the petroils making up the blend is the factor determining the volatility of the final product.

Amendment 10
RECITAL 16

(16) In order to encourage the use of low-carbon fuels while respecting air pollution targets, petrol refiners should ideally make available low vapour pressure petrol in the volumes required. ***As this is not for the moment the case, the vapour pressure limit for ethanol blends is increased in order to allow the biofuels market to develop.***

(16) In order to encourage the use of low-carbon fuels while respecting air pollution targets, petrol refiners should ideally make available low vapour pressure petrol in the volumes required. ***Unfortunately, this is not at present the case, since the availability of low vapour-pressure petroils is still very poor.***

Justification

The failure on the part of European refiners to make available to biofuel producers who carry out blending of petrol and ethanol the quantities of low vapour-pressure petroils they require is a daily problem. This situation is deeply regrettable, because it is hampering the development of biofuels and jeopardising the achievement of the political objectives set by the European Union.

Amendment 11
RECITAL 16 A (new)

(16a) In the light of this availability problem, the maximum vapour pressure authorised for blends containing ethanol should be increased so that the vitally needed development of the biofuels market

can take place.

Justification

In an effort to respond to the concerns expressed by biofuel producers regarding inadequate supplies of low vapour-pressure petrols, and so overcome the obstructive attitude of the refiners, an increase in the maximum vapour pressure authorised for blends containing ethanol is being proposed.

Amendment 12
RECITAL 16 B (new)

(16b) The specifications for petrol, diesel and gas-oil were to be revised before 31 December 2005. The delay has set back to an equivalent degree the efforts to achieve the European Union's political objectives concerning the reduction of greenhouse gas emissions in the transport sector.

Justification

Directive 2003/30 provided for the specifications for petrol, diesel and gas-oil to be revised before 31 December 2005.

Amendment 13
RECITAL 16 C (new)

(16c) In order not to add to the delay in achieving the objectives for the reduction of greenhouse gas emissions in the transport sector, the Commission should take steps to enable Member States to authorise without delay the direct incorporation of ethanol into petrols.

Justification

It would be inconceivable to add further to the delay which has built up since December 2005. With a view to reducing the impact of the delay, a derogation should be granted to those Member States which, in keeping with the European Union's objectives concerning reductions in greenhouse gas emissions, implement or wish to implement the measures set out in the directive by encouraging the direct incorporation of ethanol into petrol.

Amendment 14
RECITAL 16 D (new)

(16d) Since the new fuels might pose risks to some older engines, it is essential that accurate information should be made available to consumers by means of appropriate labelling of fuels which contain higher levels of biofuels than those currently marketed.

Justification

The provisions of the proposal for a directive should closely reflect the concerns of consumers, without whom the European Union's objectives concerning reductions in greenhouse gas emissions cannot be met. This is particularly true of consumers who are owners of older vehicles not designed to run on new fuels.

Amendment 15
RECITAL 19

(19) In the framework of setting a new mechanism for monitoring greenhouse gas emissions, power should be conferred on the Commission to establish the methodology to be used in reporting on the lifecycle greenhouse gas emissions from road transport fuel and fuel used for non-road mobile machinery. Since those measures as those for the adaptation of the permitted analytical methods provided for in Article 10 of Directive 98/70/EC, are of general scope and are designed to supplement this Directive by the addition of new non-essential elements, they should be adopted in accordance with the regulatory procedure with scrutiny provided for in Article 5a of Decision 1999/468/EC.

(19) In the framework of setting a new mechanism for monitoring greenhouse gas emissions, power should be conferred on the Commission to establish the methodology to be used in reporting on the lifecycle greenhouse gas emissions from road transport fuel and fuel used for non-road mobile machinery. ***The Commission should regularly report to the European Parliament on the problems encountered, in particular in the event of delays in implementing these measures.*** Since those measures as those for the adaptation of the permitted analytical methods provided for in Article 10 of Directive 98/70/EC, are of general scope and are designed to supplement this Directive by the addition of new non-essential elements, they should be adopted in accordance with the regulatory procedure with scrutiny provided for in Article 5a of Decision 1999/468/EC.

Justification

Reducing greenhouse gas emissions, in particular in the transport sector, is one of the main

objectives set by Parliament, which acts as the mouthpiece for the concerns expressed by all European citizens in this area. This is why it is asking to be involved at all stages of the preparation of the measures concerning greenhouse gas emissions and, at the very least, to be informed of any delay in the preparation and implementation of those measures.

Amendment 16
RECITAL 21 A (new)

(21a) Research into new engines emitting lower volumes of greenhouse gases should be promoted at Community level. That research should also anticipate the development of the fuels which will become available over the next 20 years.

Justification

Engine technology is also evolving. Research into new engines emitting lower volumes of greenhouse gases must be promoted at Community level. In addition, that research must also anticipate the development of the fuels which will become available over the next 20 years containing higher levels of biofuels, in particular petrols containing between 20 and 30% ethanol, fuels on which engine designers are already working.

Amendment 17
ARTICLE 1, POINT 2 (C)
Article 3, paragraph 3, subparagraph 1 (Directive 98/70/EC)

'3. Fuel meeting the specification set out in Annex III shall ***be marked in the national language or languages "Low biofuel petrol"***.

'3. Fuel meeting the specification set out in Annex III shall ***not require specific labelling in respect of the level of ethanol or ETBE it contains.***

Justification

The European Union's current vehicle fleet can use fuels incorporating up to 5% ethanol or 15% ETBE. The use of petrols containing less than 5% ethanol or less than 15% ETBE is now common practice in the EU Member States. The reference to low ethanol or ETBE content is thus no longer fundamental to accurate consumer information.

Amendment 18
ARTICLE 1, POINT 2 (C)
Article 3, paragraph 3, subparagraph 2 (Directive 98/70/EC)

Fuel meeting the specification set out in Annex V shall be marked in the national language or languages "**High** biofuel petrol."

Fuel meeting the specification set out in Annex V shall be marked in the national language or languages "**Higher** biofuel petrol."

Justification

Only the most recent models in the vehicle fleet can run on blends containing more than 5% ethanol or more than 15% ETBE. That is why consumer information should focus on identifying such blends, with a view to avoiding vehicle incompatibility problems and guiding consumers towards the most appropriate fuels in the light of the objectives of this directive.

Amendment 19

ARTICLE 1, POINT 2 (B A) (new)

Article 3, paragraph 2, point (c a) (new) (Directive 98/70/EC)

(ba) In paragraph 2, the following point (ca) is added:

'(ca) Member States shall also ensure that by 1 January 2012 at the latest unleaded petrol with a bioethanol content of at least 70% by volume complies with the environmental specifications laid down in Annex VIa'.

Justification

It is essential that detailed environmental specifications should be introduced for the new petrol E 85, given its high bioethanol content of at least 70% by volume.

Amendment 20

ARTICLE 1, POINT 5

Article 7a, paragraph 3 a (new) (Directive 98/70/EC)

3a. The Commission shall submit a report to the European Parliament on the methodology employed concerning the information referred to in paragraphs 1 and 2 of this article and on the requisite measures taken pursuant to paragraph 3 of this article.

The Commission shall inform the European Parliament of any delay in achieving the objectives of this directive as regards reductions in greenhouse gas

emissions.

Justification

Reducing greenhouse gas emissions is an imperative for all countries. Through the objectives laid down, the European Union should demonstrate the scope for implementing policies which make reductions in greenhouse gas emissions compulsory. Moreover, given the environmental issues at stake, it is essential that a mechanism for declaring and reducing greenhouse gas emissions should be introduced before 1 January 2009. If that target date is not met, the Commission should submit a report to Parliament giving the reasons for the delay.

Amendment 21
ARTICLE 1, POINT 12
Annex III (Directive 98/70/EC)

Footnote 5 is modified by adding the following text: 'Where the fuel contains ethanol, the maximum **summer** vapour pressure may exceed **60kPa by the amount shown in the table** in Annex VI.'

Footnote 5 is modified by adding the following text: 'Where the fuel contains ethanol, the maximum vapour pressure may exceed **the authorised limit for the current season, as indicated** in Annex VI.'

Justification

The direct incorporation of bioethanol in fuels should be facilitated throughout the year.

Amendment 22
ANNEX
Annex V, Line 11 (Oxygen content), column 4 (Directive 98/70/EC)

3,7

4,0

Justification

The European reference standard for unleaded petrols - standard EN 228 - stipulates that the density of such petrols must be between 720 and 775 kg/m³ at 15°C. If 10% by volume of ethanol were to be incorporated into petrol with a density at the bottom end of the scale - 720 kg/m³ - the oxygen content of that petrol would exceed 3.7% m/m and it would no longer comply with the standard. Fixing the maximum oxygen content at 4% m/m would make it possible to incorporate 10% by volume of ethanol into any unleaded petrol which complies with the standard, with no risk that the petrol in question would then cease to comply following the addition of ethanol.

Amendment 23
ANNEX
Annex V, footnote on page 4 (Directive 98/70/EC)

(4) For Member States with arctic or severe winter conditions the maximum vapour pressure shall not exceed 70.0 kPa. Where fuel contains ethanol, the maximum permitted **summer** vapour pressure may exceed **60 kPa by the amount shown** in the table in Annex VI.

(4) For Member States with arctic or severe winter conditions the maximum vapour pressure shall not exceed 70.0 kPa. Where fuel contains ethanol, the maximum permitted vapour pressure may exceed **the limit authorised for the current season, as indicated** in the table in Annex VI.

Justification

The direct incorporation of bioethanol in fuels should be facilitated throughout the year.

Amendment 24
ARTICLE 1, POINT 15 A (new)
Annex VI a (new) (Directive 98/70/EC)

15a. The Annex VIa contained in the annex to this Directive is added:

'ANNEX VIa

**ENVIRONMENTAL SPECIFICATIONS FOR MARKET FUELS
TO BE USED FOR VEHICLES EQUIPPED WITH POSITIVE IGNITION ENGINES
Type Petrol E 85**

<i>Requirements and analytical methods</i>			
<i>Parameter ⁽¹⁾</i>	<i>Unit</i>	<i>Limits ⁽²⁾</i>	
		<i>Minimum</i>	<i>Maximum</i>
<i>Research octane number</i>		95	-
<i>Motor octane number</i>		85	-
<i>- Higher alcohols (C3-C8)</i>	% v/v	-	2,0
<i>- Methanol</i>	% v/v	-	1,0
<i>- Ethers containing 5 or more carbon atoms per molecule</i>	% v/v	-	5,2

Sulphur content	mg/lg	-		1	
Climate-related requirements and analytical methods					
Parameter ⁽¹⁾	Unit	Limits ⁽²⁾			
		Class A (summer)		Class B (winter)	
		Minimum	Maximum	Minimum	Maximum
- Ethanol and higher alcohols	% v/v	75³	86	70³	80
- Super 95 in accordance with standard EN 228	% v/v	-	25	-	30
- Vapour pressure	kPa	35	60	50	90

⁽¹⁾ Test methods shall be those specified in EN 228:1999. Member States may adopt the analytical method specified in replacement EN 228:1999 standard if it can be shown to give at least the same accuracy and at least the same level of precision as the analytical method it replaces.

⁽²⁾ The values quoted in the specification are 'true values'. In the establishment of their limit values, the terms of ISO 4259 'Petroleum products - Determination and application of precision data in relation to methods of test' have been applied and in fixing a minimum value, a minimum difference of 2 R above 0 has been taken into account (R = reproducibility). The results of individual measurements shall be interpreted on the basis of the criteria described in ISO 4259 (published in 1995).

⁽³⁾ Member States may decide to market petrol E 85 with minimum levels of 65% by volume in accordance with national standards adopted on the basis of European standard CWA 15293:2005.'

Justification

It is essential that detailed environmental specifications should be introduced for the new petrol E 85, given its high bioethanol content of at least 70% by volume.

PROCEDURE

Title	Monitoring and reduction of greenhouse gas emissions from fuels (road transport and inland waterway vessels)		
References	COM(2007)0018 - C6-0061/2007 - 2007/0019(COD)		
Committee responsible	ENVI		
Opinion by Date announced in plenary	AGRI 13.3.2007		
Drafts(wo)man Date appointed	Joseph Daul 8.5.2007		
Discussed in committee	4.6.2007	16.7.2007	12.9.2007
Date adopted	12.9.2007		
Result of final vote	+: -: 0:	29 0 0	
Members present for the final vote	Vincenzo Aita, Luis Manuel Capoulas Santos, Giuseppe Castiglione, Joseph Daul, Albert Deß, Michl Ebner, Duarte Freitas, Lutz Goepel, Bogdan Golik, Friedrich-Wilhelm Graefe zu Baringdorf, Lily Jacobs, Elisabeth Jeggle, Stéphane Le Foll, Véronique Mathieu, Rosa Miguélez Ramos, Neil Parish, Radu Podgorean, María Isabel Salinas García, Agnes Schierhuber, Willem Schuth, Czesław Adam Siekierski, Petya Stavreva, Donato Tommaso Veraldi		
Substitute(s) present for the final vote	Esther De Lange, Ilda Figueiredo, Roselyne Lefrançois, Astrid Lulling, Hans-Peter Mayer		
Substitute(s) under Rule 178(2) present for the final vote	Manolis Mavrommatis		