



EUROPEAN PARLIAMENT

2009 - 2014

Committee on the Environment, Public Health and Food Safety

2011/0294(COD)

15.10.2012

OPINION

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

for the Committee on Transport and Tourism

on the proposal for a regulation of the European Parliament and of the Council
on Union guidelines for the development of the trans-European transport
network
(COM(2011)0650/3 – C7-0375/2011 – 2011/0294(COD))

Rapporteur: Elena Oana Antonescu

PA_Legam

SHORT JUSTIFICATION

Introduction

Transport is the backbone of a successful economy and a keystone for the social cohesion and integration in our society.

Shortcomings in Trans-European Transport Networks (TEN-T) have a substantive impact on the free movement of goods and persons. An accessible and efficient transport infrastructure is essential for the provision of operative transport services, is fundamental for the freedom of movement and is vital for the ability of all regions in the European Union to remain competitive within the Single European Market. A prerequisite for a well functioning transport system is the presence of smart infrastructure. Infrastructure investments have a very long pay-back period and offer advantages if correctly built or conceived for many generations.

Key elements for better TEN-T

The rapporteur agrees in principle with the dual concept of a core network and a comprehensive network completing each other. The core network will to a large extent determine the character and the nature of the comprehensive network. However, given the long lead times until 2030 and 2050 it will be difficult to look so far into the future and work with binding deadlines.

The rapporteur considers that the aim of the guidelines is to improve connectivity and hence the functioning of the Single Market by enabling economic growth and mobility, which is vital for the quality of life of the European citizens.

When choosing the projects, the rapporteur is of the opinion that the starting point in the European Union's various geographical areas can be very diverse. Therefore a differentiated, balanced approach is very much necessary taking into account this situation, the future needs of the respective regions and Member States and the complementary character of the different transport modes. For example rail or inland waterways have from an environmental point of view a potential advantage over road haulage but they can never match the capillarity of road transport which remains irreplaceable certainly for not so well connected or remote areas or delivery points, the last distance to be covered e.g. to sea waterways and also with respect to smaller distances or smaller load quantities.

The use of fossil fuels in most transport modes has traditionally been very dominant but things have started to change: green electricity, alternative fuels, EURO 5 and 6 lorries with drastically reduced emissions, better efficiency in all modes of transport should provide good options in the future.

Closing the "missing links" like border connections and bottlenecks would be a feasible possibility showing added European value but this is not only a matter of pure infrastructure. It should rather go hand in hand with administrative reforms speeding up procedures at the borders. The rapporteur thus encourages the Commission to pursue its ongoing efforts in this sense.

In urban areas transport causes traffic jams, noise and air pollution. Those elements have a negative effect on the air quality and the quality of life in cities which currently and also in the future will attract even more people, according to demographic projections. Improvements in exhaust emissions from both passenger and heavy duty vehicles have been weakened by an increasing demand for transport, so a bigger use of low- or even zero-emission vehicles in cities could be a possible solution. Demand for transport is very sensitive, so convincing alternatives have to be offered to the public in order to enhance the necessary changes.

The rapporteur welcomes the intended efforts by the Commission in Article 5 to make a resource efficient use of infrastructure. It will be cost-effective for the actors involved and in line with what the European Parliament might adopt in relation to the roadmap on resource efficiency. This should include the use of intelligent transport systems, satellite navigation, better logistics (today 25% of heavy duty vehicles still have to drive empty), smooth intermodal shift allowing each transport mode to take advantage of its own qualities and the continuation of research and development in this field.

Building infrastructure in the form of railways, highways etc. can have substantive consequences for natural habitats and may contribute to endangering the existence of certain animal species. Protection of biodiversity has a key impact on the viability of our ecosystems and the benefits they provide to us. Findings about negative consequences for biodiversity should therefore be fully taken into account when designing, building and financing transport infrastructure.

The rapporteur considers that the review of the implementation of the core network carried out by the Commission by 31 December 2023 shall take into account the economic and budgetary situation of the Union and in individual Member States, and also evaluate, in consultation with the Member States whether the core network should be modified taking into account the developments in transport flows and national investment planning.

AMENDMENTS

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

Amendment 1

Proposal for a regulation

Recital 3

Text proposed by the Commission

Amendment

(3) These specific objectives should be

(3) These specific objectives should be

achieved by establishing interconnections and interoperability between national transport networks in a resource-efficient way.

achieved by establishing interconnections and interoperability between national transport networks in a resource-efficient way. ***Railway interoperability could be promoted by innovative solutions that improve the compatibility among the different systems, such as on-board equipment and multi-gauge tracks.***

Justification

Innovative solutions for the improvement of interoperability should be considered in the Regulation.

Amendment 2

Proposal for a regulation Recital 5 a (new)

Text proposed by the Commission

Amendment

(5a) Policy on trans-European transport networks must contribute to the EU 2050 climate objectives in line with the Commission's Communication on 'A Roadmap for moving to a competitive low carbon economy in 2050'. To this end, the objectives concerned must be taken as a basis for specifically defining the criteria for the implementation of projects and the allocation of funds.

Amendment 3

Proposal for a regulation Recital 11

Text proposed by the Commission

Amendment

(11) The core network should be identified and implemented as a priority within the framework provided by the comprehensive network by 2030. It should constitute the backbone of the development of a multi-modal transport network and stimulate the development of the entire comprehensive

(11) The core network should be identified and implemented as a priority within the framework provided by the comprehensive network by 2030. It should constitute the backbone of the development of a multi-modal transport network and stimulate the development of the entire comprehensive

network. It should enable Union action to concentrate on those components of the trans-European transport network with the highest European added value, in particular cross-border sections, missing links, multi-modal connecting points and major bottlenecks.

Amendment 4

Proposal for a regulation Recital 23 a (new)

Text proposed by the Commission

network. It should enable Union action to concentrate on those components of the trans-European transport network with the highest European added value and ***serving the objective of reducing greenhouse gas emissions from transport***, in particular cross-border sections, missing links, multi-modal connecting points and major bottlenecks.

Amendment

(23a) Union legislation on the TEN-T Guidelines should guarantee that Union infrastructure projects will also adequately take into account the environmental and biodiversity aspects whilst delivering measurable steps towards a low-carbon, climate-resilient and resource-efficient economy. Trans-European transport networks should contribute to the achievement of the objectives of the Europe 2020 strategy and favour the transition towards a low-carbon economy.

Amendment 5

Proposal for a regulation Article 3 – point e

Text proposed by the Commission

(e) ‘European added value’ means, in relation to a project, the value resulting from Union intervention which is additional to the value that would otherwise have been created by Member State action alone;

Amendment

(e) ‘European added value’ means, in relation to a project, the value resulting from Union intervention which is additional to the value that would otherwise have been created by Member State action alone. ***This added value shall contribute to meeting the objectives of the Europe 2020 strategy and the Roadmap for moving to a low carbon economy in***

Amendment 6

Proposal for a regulation

Article 4 – paragraph 1 – introductory part

Text proposed by the Commission

1. The trans-European transport network shall enable transport services and operations which:

Amendment

1. The trans-European transport network shall ***strengthen the territorial cohesion of the Union, contribute to the full implementation of the Single European Market, as well as*** enable transport services and operations which:

Amendment 7

Proposal for a regulation

Article 4 – paragraph 1 – point a

Text proposed by the Commission

(a) meet the mobility and transport needs of its users within the Union and in the relations with third countries, thereby contributing to further economic growth and competitiveness;

Amendment

(a) meet the mobility and transport needs of its users within the Union and in the relations with third countries, thereby contributing to further economic growth and competitiveness ***of the Union in a global perspective***;

Amendment 8

Proposal for a regulation

Article 4 – paragraph 1 – point a a (new)

Text proposed by the Commission

Amendment

(aa) enhance the free movement of goods and persons within the internal market and offer high quality mobility services while using resources more efficiently;

Amendment 9

Proposal for a regulation

Article 4 – paragraph 1 – point b

Text proposed by the Commission

(b) are economically efficient, contribute to the objectives of low-carbon and clean transport, fuel security and environmental protection, are safe and secure and have high quality standards, both for passenger and freight transport;

Amendment

(b) are economically efficient, contribute to the objectives of low-carbon and clean transport, fuel security and environmental protection, ***further reduce greenhouse gas emissions in accordance with the EU 2050 climate objectives and the Roadmap for moving to a competitive low carbon economy in 2050***, are safe and secure and have high quality standards, both for passenger and freight transport;

Amendment 10

Proposal for a regulation

Article 4 – paragraph 1 – point c

Text proposed by the Commission

(c) promote the most advanced technological and operational concepts;

Amendment

(c) promote the most advanced technological and operational concepts ***for all types of transport***;

Amendment 11

Proposal for a regulation

Article 4 – paragraph 1 – point d

Text proposed by the Commission

(d) provide appropriate accessibility of all regions of the Union, thereby promoting social, economic and territorial cohesion and supporting inclusive growth.

Amendment

(d) provide appropriate accessibility ***and connectivity*** of all regions of the Union, thereby promoting social, economic and territorial cohesion and supporting inclusive growth.

Amendment 12

Proposal for a regulation

Article 4 – paragraph 1 – point d a (new)

Text proposed by the Commission

Amendment

(da) reduce the impact on the environment and key natural assets like water, land and ecosystems;

Amendment 13

Proposal for a regulation

Article 4 – paragraph 2 – point a

Text proposed by the Commission

Amendment

(a) the interconnection and interoperability of national transport networks;

(a) the interconnection and interoperability of national transport networks *as well as cross-border traffic routes*;

Amendment 14

Proposal for a regulation

Article 4 – paragraph 2 – point c

Text proposed by the Commission

Amendment

(c) the development of all transport modes in a manner consistent with ensuring sustainable and economically efficient transport in the long term;

(c) the development of all transport modes in a manner consistent *both with the EU climate objectives and* with ensuring sustainable and economically efficient transport in the long term;

Amendment 15

Proposal for a regulation

Article 4 – paragraph 2 – point e

Text proposed by the Commission

Amendment

(e) the efficient use of infrastructure;

(e) the efficient *and adequate* use of *modern* infrastructure;

Amendment 16

Proposal for a regulation

Article 4 – paragraph 2 – point f

Text proposed by the Commission

(f) promotion of a ***broad*** use of ***transport*** ***with the most*** carbon neutral ***effect***;

Amendment

(f) ***the need to promote*** a ***broader*** use of ***best possible*** carbon neutral ***modes of transportation***;

Amendment 17

Proposal for a regulation

Article 4 – paragraph 2 – point j

Text proposed by the Commission

(j) a transport infrastructure that reflects the specific situations in different parts of the Union and provides for a balanced coverage of European regions, including outermost regions and other peripheral ones;

Amendment

(j) a transport infrastructure that reflects the specific situations in different parts of the Union and provides for a balanced coverage of European regions, including outermost regions, ***mountainous and isolated areas***, and other peripheral ones;

Justification

Specific reference should be made to mountainous regions, which, owing to the fact that they are difficult to access and often environmentally sensitive, require special attention. Reference should also be made to isolated areas, which, although not located in peripheral areas, are peripheral in the widest sense of the term and face specific challenges.

Amendment 18

Proposal for a regulation

Article 4 – paragraph 2 – point k a (new)

Text proposed by the Commission

Amendment

(ka) the development of infrastructure which is sensitive to the need to protect areas of ecological value and biodiversity.

Amendment 19

Proposal for a regulation
Article 4 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. These objectives shall be taken as a basis for specifically defining the criteria for the implementation of projects and the allocation of funds.

Amendment 20

Proposal for a regulation
Article 5 – introductory part

Text proposed by the Commission

Amendment

Member States and, as appropriate, regional and local authorities, infrastructure managers, transport operators and other public and private entities shall plan, develop and operate the trans-European transport network in a resource efficient way, through:

Member States and, as appropriate, regional and local authorities, infrastructure managers, transport operators and other public and private entities shall plan, develop and operate the trans-European transport network in a resource efficient ***and sustainable*** way, through:

Amendment 21

Proposal for a regulation
Article 5 – point b

Text proposed by the Commission

Amendment

(b) the broad deployment of new technologies and ITS;

(b) the broad deployment of new technologies and ITS ***applications in order to support efficient driving for instance by removing traffic jams or bottlenecks near urban areas or cross-border passages;***

Amendment 22

Proposal for a regulation Article 5 – point g a (new)

Text proposed by the Commission

Amendment

(ga) promoting programmes for safety and reducing risk and prevalence of accidents;

Amendment 23

Proposal for a regulation Article 10 – point c

Text proposed by the Commission

Amendment

(c) removing administrative and technical barriers, in particular to the interoperability of the network and to competition;

(c) removing administrative and technical barriers, in particular to the interoperability ***and interconnection*** of the network and to competition - ***a step forward to the full implementation of the European Single Market;***

Amendment 24

Proposal for a regulation Article 10 – point d

Text proposed by the Commission

Amendment

(d) ensuring optimal integration of the transport modes;

(d) ensuring optimal integration of the transport modes ***according to conditions and needs on the spot;***

Amendment 25

Proposal for a regulation Article 10 – point f

Text proposed by the Commission

Amendment

(f) improving or maintaining the quality of infrastructure in terms of efficiency, safety,

(f) ***minimising*** climate ***impact***, improving or maintaining the quality of infrastructure

security, climate and where appropriate disaster resilience, environmental performances, social conditions, accessibility for all users, quality of services and continuity of traffic flows;

in terms of efficiency, safety, security, and where appropriate disaster resilience, environmental performances, social conditions, accessibility for all users, quality of services and continuity of traffic flows;

Amendment 26

Proposal for a regulation

Article 17 – paragraph 3 – point a

Text proposed by the Commission

(a) rivers, canals and lakes comply with the minimum requirements for class IV waterways as laid down in the European Agreement on Main Inland Waterways of International Importance (AGN) on the new classification of inland waterways and ensure continuous bridge clearance.

Amendment

(a) rivers, canals and lakes comply with the minimum requirements for class IV waterways as laid down in the European Agreement on Main Inland Waterways of International Importance (AGN) on the new classification of inland waterways and ensure continuous bridge clearance, ***where appropriate, without preventing achievement of the environmental objectives of at least Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora* and Directives of the European Parliament and of the Council: 2000/60/EC of 23 October 2000 establishing a framework for Community action in the field of water policy** and 2009/147/EC of 30 November 2009 on the conservation of wild birds***.***

* *OJ L 206, 22.7.1992, p. 7.*

** *OJ L 327, 22.12.2000, p. 1.*

*** *OJ L 20, 26.1.2010, p. 7.*

Amendment 27

Proposal for a regulation
Article 18 – point a

Text proposed by the Commission

(a) for existing inland waterways:
implementing measures necessary to reach
the standards of the inland waterways class
IV;

Amendment

(a) for existing inland waterways:
implementing measures necessary to reach
the standards of the inland waterways class
IV, ***where appropriate, without preventing
achievement of the environmental
objectives of at least Council Directive
92/43/EEC of 21 May 1992 on the
conservation of natural habitats and of
wild fauna and flora* and Directives of
the European Parliament and of the
Council: 2000/60/EC of 23 October 2000
establishing a framework for Community
action in the field of water policy** and
2009/147/EC of 30 November 2009 on the
conservation of wild birds******;

* OJ L 206, 22.7.1992, p. 7.

** OJ L 327, 22.12.2000, p. 1.

*** OJ L 20, 26.1.2010, p. 7.

Amendment 28

Proposal for a regulation
Article 18 – point b

Text proposed by the Commission

(b) where appropriate, achieving higher
standards than inland waterways class IV,
to meet market demands;

Amendment

(b) where appropriate ***to meet market
demands*** achieving higher standards than
inland waterways class IV ***without
preventing achievement of the
environmental objectives of at least
Council Directive 92/43/EEC of 21 May
1992 on the conservation of natural
habitats and of wild fauna and flora* and
Directives of the European Parliament
and of the Council: 2000/60/EC of 23***

*October 2000 establishing a framework for Community action in the field of water policy** and 2009/147/EC of 30 November 2009 on the conservation of wild birds***;*

** OJ L 206, 22.7.1992, p. 7.*

*** OJ L 327, 22.12.2000, p. 1.*

**** OJ L 20, 26.1.2010, p. 7.*

Amendment 29

Proposal for a regulation

Article 18 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. Member States and other project promoters shall make use of the integrated approach for planning inland waterway projects, especially when applying for (co-)financing under EU Programmes.

Amendment 30

Proposal for a regulation

Article 29 – paragraph 2 – point a – point ii a (new)

Text proposed by the Commission

Amendment

(iia) the airport is of strategic importance for the region served.

Justification

All airports of strategic importance for the regions should be included in these guidelines, at least in the comprehensive network.

Amendment 31

Proposal for a regulation
Article 39 – point e a (new)

Text proposed by the Commission

Amendment

(ea) promote measures to reduce noise at source;

Amendment 32

Proposal for a regulation
Article 40

Text proposed by the Commission

Amendment

Member States and other project promoters shall give due consideration to ensure that transport infrastructure provides for a high degree of safety and security for passenger and freight movements.

Member States and other project promoters shall give due consideration to ensure that transport infrastructure provides for a high degree of safety and security for passenger and freight movements. ***Transport safety and security should be further consolidated and strengthened through cooperation between Member States and with major international actors.***

Amendment 33

Proposal for a regulation
Article 41 – paragraph 1

Text proposed by the Commission

Amendment

During infrastructure planning, Member States and other project promoters shall give due consideration to the risk assessments and adaptation measures adequately improving the resilience to climate change, in particular in relation to precipitation, floods, storms, high temperature and heat waves, droughts, sea level rise and coastal surges, in compliance with any requirement which may be set out in relevant Union legislation.

During infrastructure planning, Member States and other project promoters shall give due consideration to the risk assessments and adaptation measures adequately improving the resilience to climate change, in particular in relation to precipitation, floods, storms, high temperature and heat waves, ***low temperature and cold spells***, droughts, sea level rise and coastal surges, in compliance with any requirement which may be set out in relevant Union legislation.

Amendment 34

Proposal for a regulation Article 42

Text proposed by the Commission

Member States and other project promoters shall carry out environmental assessment of plans and projects in particular as provided in Council Directives 85/337/EEC of 27 June 1985 on the assessment of the effects of certain public and private projects on the environment and 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora, and Directives of the European Parliament and of the Council: 2000/60/EC of 23 October 2000 establishing a framework for Community action in the field of water policy, 2001/42/EC of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment, and 2009/147/EC of 30 November 2009 on the conservation of wild birds in order to avoid or, when not possible, mitigate or compensate for negative impacts on the environment, such as to landscape fragmentation, soil sealing, air and water pollution as well as noise, and to effectively protect biodiversity.

Amendment

Member States and other project promoters shall carry out environmental assessment of plans and projects in particular as provided in Council Directives 85/337/EEC of 27 June 1985 on the assessment of the effects of certain public and private projects on the environment and 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora, and Directives of the European Parliament and of the Council: 2000/60/EC of 23 October 2000 establishing a framework for Community action in the field of water policy , 2001/42/EC of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment, and 2009/147/EC of 30 November 2009 on the conservation of wild birds in order to avoid or, when not possible, mitigate or compensate for negative impacts on the environment, such as to landscape fragmentation, ***reduction of natural habitats, migration barriers, collision of vehicles with animals***, soil sealing, air and water pollution as well as noise and to effectively protect biodiversity.

New infrastructure programmes and individual projects have to comply with Union legislation on environmental protection, and also with Union legislation on noise, water and the protection of flora and fauna, and infrastructure planning should be improved by identifying repercussions on the Natura 2000 network, notably by using the the Commission's information systems on the trans-European transport infrastructure (TENtec) and the Natura 2000 network,

The competent authorities in the Member States and other promoters of projects shall ensure that the legislation concerned is applied across borders.

The Commission shall encourage efficient dialogue and cooperation between the competent authorities in the Member States, albeit naturally without increasing the administrative burden.

Amendment 35

Proposal for a regulation Article 43

Text proposed by the Commission

Transport infrastructure shall allow seamless mobility and accessibility for all users, in particular elderly people, persons of reduced mobility and disabled passengers.

Amendment

Transport infrastructure shall allow seamless mobility and accessibility for all users, in particular elderly people, persons of reduced mobility and disabled passengers. ***Member States and project promoters shall pay due attention to ensure that transport infrastructure is accessible to all users.***

Justification

The Article should make it clear that Member States and project promoters are those ultimately responsible for ensuring that transport infrastructure is accessible to all users, particularly persons of reduced mobility.

Amendment 36

Proposal for a regulation Article 45 – paragraph 2 – point c – first indent

Text proposed by the Commission

– the development of rest areas approximately every 50 kilometres on motorways in order inter alia to provide sufficient parking space for commercial road users with an appropriate level of safety and security;

Amendment

– the development of rest areas approximately every 50 kilometres, ***depending on the demand***, on motorways in order to ***enhance road safety and*** inter alia to provide sufficient parking space for commercial road users with an appropriate

level of safety and security;

Amendment 37

Proposal for a regulation

Article 52 – paragraph 2

Text proposed by the Commission

2. The corridor platform shall be composed of the representatives of the Member States concerned and, as appropriate, other public and private entities. In any case, the relevant infrastructure managers as defined in Directive 2001/14/EC of the European Parliament and of the Council of 26 February 2001 on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure shall participate in the corridor platform.

Amendment

2. The corridor platform shall be composed of the representatives of ***the competent authorities of*** the Member States concerned and, as appropriate, other public and private entities. In any case, the relevant infrastructure managers as defined in Directive 2001/14/EC of the European Parliament and of the Council of 26 February 2001 on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure shall participate in the corridor platform.

Amendment 38

Proposal for a regulation

Article 53 – paragraph 1 – point e – indent 3 a (new)

Text proposed by the Commission

Amendment

– measures to establish public consultation procedures concerning the development of corridor projects of common interest, particularly when they affect cross-border sections. The coordinator shall ensure that an extensive public consultation process takes place with all stakeholders and civil society during the planning of new infrastructure.

Justification

In the past, some projects were delayed or opposed because they had not been subject to an extensive public consultation and information procedure. Persons employed in the new corridor coordinator role should therefore work to promote broad consultation of civil

society and, on the basis of their cross-border perspective, seek to overcome obstacles to the development of projects of common interest.

PROCEDURE

Title	Development of the Trans-European Transport Network						
References	COM(2011)0650 – C7-0375/2011 – 2011/0294(COD)						
Committee responsible Date announced in plenary	TRAN 15.11.2011						
Opinion by Date announced in plenary	ENVI 15.11.2011						
Rapporteur Date appointed	Elena Oana Antonescu 15.12.2011						
Discussed in committee	21.6.2012						
Date adopted	10.10.2012						
Result of final vote	<table> <tr> <td>+: </td><td>57</td></tr> <tr> <td>–: </td><td>0</td></tr> <tr> <td>0: </td><td>2</td></tr> </table>	+:	57	–:	0	0:	2
+:	57						
–:	0						
0:	2						
Members present for the final vote	Martina Anderson, Elena Oana Antonescu, Kriton Arsenis, Sophie Auconie, Pilar Ayuso, Paolo Bartolozzi, Sandrine Bélier, Sergio Berlato, Lajos Bokros, Milan Cabrnoch, Nessa Childers, Yves Cochet, Chris Davies, Bas Eickhout, Edite Estrela, Jill Evans, Karl-Heinz Florenz, Elisabetta Gardini, Gerben-Jan Gerbrandy, Matthias Groote, Françoise Grossetête, Cristina Gutiérrez-Cortines, Satu Hassi, Jolanta Emilia Hibner, Karin Kadenbach, Christa Klauf, Eija-Riitta Korhola, Holger Krahmer, Jo Leinen, Peter Liese, Kartika Tamara Liotard, Zofija Mazej Kukovič, Linda McAvan, Radvilė Morkūnaitė-Mikulėnienė, Miroslav Ouzký, Vladko Todorov Panayotov, Gilles Pargneaux, Andres Perello Rodriguez, Pavel Poc, Anna Rosbach, Oreste Rossi, Kārlis Šadurskis, Daciana Octavia Sârbu, Carl Schlyter, Richard Seeber, Theodoros Skylakakis, Bogusław Sonik, Claudiu Ciprian Tănăsescu, Salvatore Tatarella, Thomas Ulmer, Åsa Westlund, Sabine Wils						
Substitute(s) present for the final vote	Adam Gierek, Julie Girling, Esther Herranz García, Romana Jordan, Csaba Sándor Tabajdi, Vladimir Urutchev, Anna Záborská, Andrea Zannoni						