



**2022/2140(INI)**

21.3.2023

# **OPINION**

of the Committee on Transport and Tourism

for the Committee on Women's Rights and Gender Equality

on ensuring European transportation works for women  
(2022/2140(INI))

Rapporteur for opinion: Caroline Nagtegaal

PA\_NonLeg

## SUGGESTIONS

The Committee on Transport and Tourism calls on the Committee on Women's Rights and Gender Equality, as the committee responsible, to incorporate the following suggestions into its motion for a resolution:

- having regard to the Commission communication of 17 June 2009 entitled 'A sustainable future for transport: Towards an integrated, technology-led and user-friendly system' (COM(2009)0279),
  - having regard to its Resolution of 8 October 2015 on the implementation of the principle of equal opportunities and equal treatment of men and women in matters of employment and occupation<sup>1</sup>,
  - having regard to the Special Eurobarometer report (No 495) of 17 June 2020 on mobility and transport, which includes some gender-disaggregated findings on use of different transport and mobility options,
  - having regard to the Commission communication of 5 March 2020 entitled 'A Union of Equality: Gender Equality Strategy 2020-2025' (COM(2020)0152),
  - having regard to Regulation (EU) 2020/1054 of the European Parliament and of the Council of 15 July 2020 amending Regulation (EC) No 561/2006 as regards minimum requirements on maximum daily and weekly driving times, minimum breaks and daily and weekly rest periods and Regulation (EU) No 165/2014 as regards positioning by means of tachographs<sup>2</sup>,
  - having regard to the study requested by its Committee on Women's Rights and Gender Equality entitled 'Women and Transport', published on 16 December 2021,
  - having regard to the Commission study of 14 September 2022 entitled 'Study on the social dimension of the future EU transport system regarding users and passengers: Final report',
  - having regard to its Resolution of 29 November 2018 on the situation of women with disabilities<sup>3</sup>,
  - having regard to the EU Strategy for the Rights of Persons with Disabilities 2021-2030,
  - having regard to its Resolution of 16 February 2023 on developing an EU cycling strategy<sup>4</sup>,
- A. whereas equality between women and men is one of the EU's fundamental values and a principle on which there may be no compromise; whereas the EU should continue to lead global efforts in this field; whereas any discrimination based on any ground such as

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<sup>1</sup> [OJ C 349, 17.10.2017, p. 56.](#)

<sup>2</sup> [OJ L 249, 31.7.2020, p. 1.](#)

<sup>3</sup> [OJ C 363, 28.10.2020, p. 164.](#)

<sup>4</sup> Texts adopted, [P9\\_TA\(2023\)0058.](#)

sex, race, colour, ethnic or social origin, genetic features, language, religion or belief, political or any other opinion, membership of a national minority, property, birth, disability, age or sexual orientation is against the European Union's fundamental values<sup>5</sup>;

- B. whereas an improved gender balance and greater diversity and inclusion leads to more diverse workplaces, enhancing the attractiveness of transport jobs and the competitiveness of the transport sector as a whole;
- C. whereas on 1 January 2021, there were 229 million women and 219 million men in the European Union<sup>6</sup>, a fact that should be reflected in tailored policy measures in transport decision-making in each Member State; whereas the different body morphology of men and women, different mobility patterns of the two sexes, as well as the specific needs of various age groups should be taken into account, particularly while designing and implementing transport policy measures; whereas monitoring and reporting could serve as the basis for fine-tuning the measures already in place, in particular by sharing best practices and consulting with local stakeholders, particularly those representing women; whereas the transport sector is facing an unprecedented crisis as a result of labour shortages;
- D. whereas according to the available data, women tend to travel by public transport and walk to a greater extent than men; whereas women tend to often take multiple, indirect journeys in one day (trip-chaining); whereas women more often travel during off-peak hours while men are more likely to travel during peak hours<sup>7</sup>;
- E. whereas women account for only 22 % of the transport sector's workforce while at the same time the sector is suffering serious shortages of workers in all transport modes; whereas women face a greater risk of violence and harassment on public transport than men, which negatively affects women's transport choices, employment, education and social opportunities; whereas a number of barriers exist in the transport sector making jobs in the sector less attractive to women, such as a masculine culture and gender stereotypes, discrimination and unequal treatment; whereas combating stereotypes, improving working conditions, establishing equal treatment and a good work-life balance, providing access to proper sanitary facilities, and ensuring safe workplaces are the major factors in attracting and retaining women in the transport industry<sup>8</sup>;
- F. whereas it is necessary to identify why women are under-represented in the transport sector in order to develop dedicated policy; whereas there is a lack of the reliable sex-disaggregated data and gender analysis needed to further underpin policy initiatives and measures, monitor progress and assess the impact of targeted actions, in order to make the EU transport sector more inclusive and to ensure its accessibility to all user groups; whereas the data currently available are not always comparable or standardised and cannot be used efficiently; whereas data disaggregated by gender and socio-economic factors, such as income, marital status and living arrangements, and employment status could also serve as valuable input for evidence-based transport policy that adequately

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<sup>5</sup> Article 21 Charter of Fundamental Rights of the European Union.

<sup>6</sup> Eurostat, [More women than men](#).

<sup>7</sup> European Parliament, [Women and Transport](#), 2021.

<sup>8</sup> European Transport Workers' Federation, [Making the transport sector fit for women to work in](#), 2020.

addresses gender differences<sup>9</sup>;

- G. whereas sexual harassment of women, whether they are walking in the street, taking buses, or riding trains, is a major problem that has a very serious impact on women's travel behaviour; whereas fear of harassment in public places is not only limited to women and girls, it is also prevalent in the LGBTQI+ community, limiting their social and economic integration;
- H. whereas a comprehensive understanding of different transport users is needed in any attempt to promote inclusion in transport in a balanced way; whereas the attention being paid to women's needs in public transport, urban mobility and infrastructure planning, including security and safety issues, remains insufficient;
- I. whereas women are under-represented as experts and decision-makers in the transport sector and in urban mobility planning; whereas understanding transport patterns and mobility needs is fundamental to the development of gender sensitive transport policies that should provide an enabling environment for both men and women to enjoy safe, accessible, reliable, sustainable and freely chosen mobility options;
- J. whereas women are more likely to suffer from transport poverty, which particularly affects single mothers, who represent 85 % of single-parent families, women minority groups, women with low income, as well as single women, women with disabilities and elderly women;
- K. whereas EU legislation should further promote gender equality, diversity and inclusiveness in all modes and at all levels of transportation;
- L. whereas women should enjoy equal pay and equal opportunities for career development and representation at all levels, including management and decision-making roles;
- M. whereas recent survey data collected by the European Institute for Gender Equality (EIGE) shows that 35 % of women and 30 % of men in the EU use public transportation as their main means of transport<sup>10</sup>;
- N. whereas female drivers are less prone to risky driving behaviour, in particular speeding, than men and have more positive attitudes towards traffic regulations and safety; whereas most women killed in traffic accidents are pedestrians or car passengers, while male fatalities are mostly among car drivers and motorcycle riders<sup>11</sup>;
- O. whereas differences in body structure and biology between men and women are a key factor in vulnerability during a car crash; whereas men are more likely to be involved in a car crash overall, but women involved in a car crash are 47 % more likely to be seriously injured, 71 % more likely to be moderately injured<sup>12</sup> and 17 % more likely to die than men<sup>13</sup>; whereas women are also twice as likely as men to be trapped in a

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<sup>9</sup> European Parliament, *Women and Transport*, 2021.

<sup>10</sup> EIGE, *Gender in transport*, 2017.

<sup>11</sup> ETSC, *Back on track to reach EU 2020 Road Safety Target?*, 2013.

<sup>12</sup> Washington Post, *Female dummy makes her mark on male-dominated crash tests*, 2012.

<sup>13</sup> National Highway Traffic Safety Administration, *Injury Vulnerability and Effectiveness of Occupant Protection Technologies for Older Occupants and Women*, Washington, DC, 2013.

crashed vehicle<sup>14</sup>; whereas cars, seat belts, and car seats have been designed using crash test dummies mainly based on an average male human body; whereas a prototype for a crash test dummy based on the average female human body has been developed but is not yet legally required in crash-test standards;

- P. whereas the European Commission Cities Mission aims for 100 EU cities to be climate-neutral by 2030 with various measures such as creating car-free city centres to make people more reliant on public transport, active mobility and low-emission transport solutions; whereas, for example, the survey conducted by the Barcelona Area Metropolitan Transport Authority (ATM), the Barcelona Institute of Regional and Metropolitan Studies (IERMB) and the Government of Catalonia (Gencat) revealed that 91.6 % of women between the ages of 16 and 25 have experienced harassment on public transport; whereas the use of new digital technologies such as AI-based systems by public and private transport operators could help law enforcement not only react rapidly when crimes occur but also prevent them;
- Q. whereas demographic changes mean that transport companies in nearly all transport modes are facing significant recruitment problems, particularly in the case of mobile staff, such that employing more women could help alleviate staff shortages in the transport sector<sup>15</sup>; whereas the proportion of women employed in urban public transport is only 17.5 %<sup>16</sup>, less than 10 % of drivers are women and less than 6 % of employees in other technical functions are women; whereas road transport carries 75 % of Europe's total freight volume<sup>17</sup> and there is a serious and continuously growing shortage of professional lorry drivers, which has consequences for the entire logistics industry and the economy; whereas women make up a very small share of lorry drivers, despite high levels of female unemployment; whereas tailored policy measures at Member State level could attract more women to work in the sector, for example by tackling drivers' safety concerns, increasing the number of secure parking spaces and taking work-life balance issues into account;
- R. whereas women account for only 29 % of the total workforce in the maritime industry as a whole and 20 % of the workforce of national maritime authorities in the Member States; whereas women seafarers make up just 2 % of ships' crews and 34 % of the workforce of ship-owning companies<sup>18</sup>; whereas in the European railway sector the average share of women is around 20 %<sup>19</sup>, and in air transport women employees account for 40 % of the total workforce in Europe<sup>20</sup>; whereas the majority of female employees in aviation work in customer service and administration; whereas only 3 % of airline pilots worldwide are women;
- S. whereas private mobility and public transport are essential for rural areas and outermost regions, especially considering the particular needs of the elderly, women, young people, tourists, or those who are economically marginalised; whereas promoting and

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<sup>14</sup> The Guardian, [Women almost twice as likely to be trapped in crashed vehicle, study finds](#), 2022.

<sup>15</sup> European Commission, [Good staff scheduling and rostering practices in transport: final report](#), 2021.

<sup>16</sup> International Transport Workers' Federation, [Women in Public Transport](#), 2021.

<sup>17</sup> Eurostat 2021.

<sup>18</sup> Women's International Shipping & Trading Association (WISTA), [Women in maritime survey](#), 2022.

<sup>19</sup> European Commission, [European Commission Announces Winners of Women in Rail Award](#), 2022.

<sup>20</sup> Eurostat, 2017.

preserving efficient and affordable mobility options, which allow for better connectivity and accessibility, are key to greater economic and social opportunities in these areas and regions;

***A renewed push for more gender-disaggregated data collection and statistics to further optimise mobility***

1. Considers that the Commission, the Member States and regional and local authorities should identify the causes of women's under-representation in the transport sector and collect further data and establish key indicators, such as gender-sensitive statistics, data on socio-economic factors and gender-differentiated mobility data on usage and requirements for each mode of transport and risk exposure, as well as age-and-disability-related data, in order to identify and overcome barriers for women in transport, improve road safety, understand travel patterns and optimise mobility, while taking women's needs into account, while also contributing to public transport design and policy initiatives related to both transport users and workers, and that the data collected should be made available to all interested parties; recalls that EU policymaking in the field of transport should be based on reliable, accessible and detailed data, together with impact assessments, so as to help mainstream a gender-responsive approach in all relevant EU policies so as to address women's needs effectively;
2. Notes that the results of the 'Women and Transport' study<sup>21</sup> revealed a lack of data disaggregated by gender and other criteria such as age and disability; calls therefore on the Commission to assess whether to include gender data sharing among transport actors in the Common European Data Space in order to address data gaps in transport and to inform policymaking;
3. Points out that monitoring and reporting of implemented transport measures is essential in order for them to evolve in line with changing mobility patterns among women and men, and with an ageing society; stresses, in this regard, that sharing best practices and consulting local stakeholders, including women's and LGBTQI+ associations adds value in terms of optimising transport policy measures; stresses furthermore that stakeholder engagement is critical in order to better comprehend and meet transport users' needs, especially the specific needs of women, in all their diversity, as well as to secure stakeholder buy-in<sup>22</sup>; calls on the Member States, regional and local authorities to incorporate gender mainstreaming in all relevant transport and urban mobility planning;
4. Stresses that no country in the EU has yet achieved equal pay for men and women; highlights furthermore the difficulty of achieving equal pay for equal work or for work of equal value for men and women in the transport sector as in other sectors<sup>23</sup>; calls therefore on all Member States to address the gender pay gap and to implement the

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<sup>21</sup> European Parliament, [Women and transport](#), 2021.

<sup>22</sup> European Commission, [Study on the social dimension of the future EU transport system regarding users and passengers: final report](#), 2022.

<sup>23</sup> European Parliament, [Equal pay for equal work between men and women: Pay transparency and enforcement mechanisms](#), 2023.

proposed Pay Transparency-Directive<sup>24</sup>;

5. Notes that an on-demand mobility service has proven a popular solution where offered in low demand and rural areas or outermost regions and it has the potential to meet some of the needs left unmet by the declining quality of public transport in these areas;
6. Welcomes the Commission's guidance on cycling projects in the EU, which brings together existing advice into a single, consistent and universal online guidance resource that enables users to identify the most relevant information for their situation; stresses that improving cyclists' safety is of the utmost importance, including the safety of bike lanes and by giving common guidance on cycling safety equipment, as these are key factors in kindling interest in cycling among women and men alike; in this regard calls for Parliament and the Council to agree on cycling infrastructure alongside the public road network being covered by intelligent transport systems within a reasonable period of time, while amending Directive 2010/40/EU<sup>25</sup>;

### *A safe and secure workplace*

7. Stresses that any form of discrimination, harassment, bullying, intimidation or violence in the workplace must be eliminated; therefore, calls on the Commission to step up efforts to include gender-related provisions in all relevant legislation, in line with the Sustainable and Smart Mobility Strategy<sup>26</sup> and the Gender Equality Strategy, in order to address gender-based discrimination and inequalities, and ensure a fair, safe and secure working environment for women in all transport modes, as well as any necessary preventive and dissuasive measures (e.g. safe and secure parking areas);
8. Calls, furthermore, on the Commission to promote a gender-balance approach to health and safety at work including a gender-specific risk assessment of the workplace, safe access to adequate sanitary facilities in the work place and along transport infrastructure including the necessary breaks and measures for emergency situations, such as video surveillance systems and emergency call buttons where possible, for example at unattended charging stations and in public transport, enabling an immediate connection to local emergency services, as a means of combating crime and harassment in order to improve the safety of transport and mobility, particularly for women; calls on the Council and Member States to address the issue of the lack of suitable sanitary facilities for women and men in the workplace, particularly in the transport sector;
9. Calls on the Commission and the Member States to ensure the implementation of policies and existing legislation to address the gender pay gap and improve working conditions for women and men in the transport sector, including measures or initiatives that may improve the work-life balance, which would benefit all workers;
10. Calls on the Council and all Member States to promote initiatives and to raise awareness to prevent all kinds of discrimination, as well as to promote measures ensuring safe and

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<sup>24</sup> Proposal for a directive to strengthen the application of the principle of equal pay for equal work or work of equal value between men and women through pay transparency and enforcement mechanisms ([COM\(2021\)93](#)).

<sup>25</sup> Directive 2010/40/EU of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport ([OJ L 207, 6.8.2010, p. 1](#)).

<sup>26</sup> Commission communication entitled 'Sustainable and Smart Mobility Strategy – putting European transport on track for the future' ([COM\(2020\)0789](#)).

secure workplaces, including through awareness and information campaigns, training and protocols setting out clear legal procedures to prevent gender-based violence and harassment in all transport-related workplaces, while making sure that staff working in the transport sector are trained to react in the event of harassment, either in the workplace or on public transport; furthermore, calls on the Commission to ensure legislation offers protection to women who have been victims of gender violence as well as reporting procedures for incidents of psychological or sexually motivated harassment, supported by practical strategies for gender-violence prevention and risk assessment, including the assessment of psychosocial risks;

### *A supportive workplace*

11. Notes that in 2018 Eurostat found that the employment rate for women aged between 20 and 64 in the EU stood at 67 %, while the female employment rate in the European transport sector is even lower (22 %); notes, in this regard, that approximately one third (30 %) of employed women in the EU were working part time, which is nearly four times the rate for men (8 %); calls therefore on the Member States to promote and support full and part time jobs for women, possibly by way of policy initiatives such as supporting access to child care;
12. Notes that women represent roughly 52 % of the overall population in Europe, but constitute 34.4 % of the self-employed and 30 % of start-up entrepreneurs; calls on the Commission and the Member States to promote the role of women in business and female entrepreneurship in the transport sector by supporting networking and training opportunities and mentoring programmes, and to consider integrating the gender perspective and social dimension when developing policies in the transportation sector, through gender mainstreaming; furthermore, calls on the Member States, transport operators and national associations to develop training courses through EU programmes such as the European Regional Development Fund (ERDF) and the European Social Fund (ESF+), designed to encourage women's interest in the transport sector; calls on the Member States to pay attention to gender balance in training projects and programmes on smart technologies and the green transformation, and to focus on empowering women through education and training equipping them with the competences and qualifications they need for their individual career development; furthermore, calls on the Member States to implement the Women on Boards Directive<sup>27</sup> in applicable transport companies without delay;
13. Welcomes the launch on 27 November 2017 of the Women in Transport – EU Platform for change, where European stakeholders can learn from each other to benefit women and men in the transport sector and exchange best practices in fields such as transport safety and security; calls in this respect for more initiatives boosting and prioritising women's employability in the transport sector; furthermore, calls on the Commission and the Council to address workforce shortages, in particular in the case of the female workforce, by promoting social dialogue and collective bargaining that promote the gender balance and inclusion;
14. Calls on the Commission to promote equal training opportunities for men and women;

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<sup>27</sup> Directive (EU) 2022/2381 of 23 November 2022 on improving the gender balance among directors of listed companies and related measures ([OJ L 315, 7.12.2022, p. 44](#)).

highlights that training is one of the cornerstones of professional and personal development in a way that maintains equivalent professional levels for men and women, including specific training in equality and the work-life balance;

15. Notes that women are traditionally under-represented in technical education and areas such as science, technology, engineering and mathematics (STEM), which are key to the development of the mobility and transport sector; stresses that Horizon Europe is contributing to the European Green Deal through research and innovation; calls, therefore, on the Commission to promote and support gender-sensitive projects and to identify female role models;
16. Considers that the labour shortages in the transport sector can create opportunities for women, but benefiting from these opportunities requires the elimination of barriers to female employment and increased awareness among employers of the existence and implications of these barriers; stresses that company-based measures should be supported by broader institutional and societal efforts to drive the changes needed to increase female employment in the transport sector as well as women's participation in technical fields such as STEM; stresses in this regard that stereotypes need to be eradicated from an early age through education, so as to broaden women's career opportunities; calls, therefore, on the Commission to engage European and national stakeholders in discussing relevant issues at the EU level and in the Member States; welcomes, in this regard, initiatives such as the Aviation 4 Girls event, that encourage young people to pursue careers in STEM, where women are still under-represented;
17. Highlights the potential imbalances in the workforce of the transport sector resulting from recruitment and selection policies; calls on the Member States to promote targeted advertising campaigns encouraging women to apply for work in the transport sector, to promote gender responsive corporate governance and human resources policies, such as equal-wage policies, on-site childcare facilities, flexible work schedules and the option of part-time work, as well as ensuring an appropriately designed working environment, along with personal protective equipment and clothing, drivers' cabins, sufficient and safe changing and sanitary facilities, etc.

#### ***Women as transport users, safe and secure transportation, infrastructure and mobility***

18. Notes that women use public transport more often than do men; notes furthermore, that women often state that they do not feel safe when using public transport, especially after dark and in isolated neighbourhoods; emphasises that women should always be able to use transportation without threats, uncomfortable situations or the presence of danger; calls therefore on the Member States to draw up national plans against sexual harassment on public transport (for example, along similar lines to the plan launched in France<sup>28</sup>) and provide guidance to stakeholders with the use of toolkits, possibly in cooperation with the Women in Transport Platform;
19. Calls on the Commission and the Member States to analyse the needs of women of all ages who use public transport to ensure that it is inclusive, accessible, affordable, reliable, efficient and safe, as this will help guarantee women's access to employment

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<sup>28</sup> Haut Conseil à l'Égalité, [Avis sur le harcèlement sexiste et les violences sexuelles dans les transports en commun](#), Paris, 2015.

and social life; points out, in this regard, that preventive measures such as bus stops located in places with high visibility, improved lighting, emergency buttons, staff available on board and drop-offs at requested locations during the night can improve safety; underlines furthermore that better infrastructure design such as bus stations within a short walking distance, more frequent services during off-peak hours, increased availability of service for women living in rural areas and pushchair-friendly infrastructure can increase usability for women and encourage women to use public transport; calls, furthermore, on the Commission to adopt guidelines for inclusive transport infrastructure;

20. Calls on the Member States and regional and local authorities to take into account caregivers' mobility needs when planning, designing and implementing transport measures (e.g. by adapting infrastructure to meet caregivers' needs);
21. Underlines that new digital technologies, in particular AI-based systems, can greatly improve the safety and security of the transport system; points out in this regard that since transport hubs are among the locations most exposed to crime and are frequent locations for violence and serious disturbances, many people, women in particular, refrain from using public transport owing to the perception of insecurity; stresses the relevance of the AI Act<sup>29</sup> in regulating the use of AI for law enforcement purposes including the ability to combat crime on public transport systems, especially violent offences like robberies, assaults and sexual harassment that particularly affect women and the LGBTIQI+ community; considers, therefore, that the EU should create a strategy to prevent and combat gender-based violence on public transport;
22. Highlights the importance of employers and public authorities working together to ensure safe public transport for female employees when commuting to and from work, including the responsibility for employers to provide for safe transport for workers commuting at night after a late shift or where public transport is not available, through gender-specific risk assessment in transport planning;
23. Calls on the Member States to take appropriate measures when planning new transport infrastructure or when upgrading the existing one to ensure accessibility and safety for all users, especially women, persons with disabilities or reduced mobility and other people in situations of vulnerability; notes that seeking synergies between different nodes, the promotion of active modes and the reduction of congestion should take into account safety and security aspects; furthermore, encourages the Member States to develop public transport policies that facilitate mobility for people with disabilities, especially women with disabilities and reduced mobility, and promote training for public transport professionals in accessibility;
24. Calls on the Member States and local authorities to take into account adequate lighting and clear sight lines as well as eliminating nooks, corners, and isolated poorly lit areas that could facilitate assaults when designing transport infrastructure, especially in transit transport hubs<sup>30</sup>;

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<sup>29</sup> Proposal for a Regulation laying down harmonised rules on artificial intelligence (artificial intelligence act) ([COM\(2021\)0206](#)).

<sup>30</sup> OECD International Transport Forum, *Women's Safety and Security: A Public Transport Priority*, 2018.

25. Calls on the Commission and the Member States to share best practices on how to ensure safety for women using transportation and to facilitate this dialogue for transportation companies;
26. Calls on the Member States and local authorities to develop targeted plans to increase the uptake of cycling among women and men alike, addressing gender aspects to tackle all the obstacles preventing people from taking up cycling;
27. Calls on the Commission and the Member States to develop crash test dummy standards that ensure that safety performance and crash tests include dummies based on the average female body, including a variety of aspects such as age, gender, size and stature for users, both inside and outside vehicles; calls on the Commission, Member States and the industry to ensure that enough attention is paid to female physiology when designing the ergonomics of vehicles and their safety systems;
28. Recalls that a wide range of EU funding instruments is available for Member States to invest in women's mobility needs and female employment in the transport sector, as well as to address mobility poverty, including the ERDF, the Recovery and Resilience Facility (RRF), the European Social Fund+ (ESF+), the Social Climate Fund (SCF) and the Cohesion Fund; calls, furthermore, on the Commission and the Member States to promote investments supported by those funds in order to improve gender equality in the transport sector.

## INFORMATION ON ADOPTION IN COMMITTEE ASKED FOR OPINION

<b>Date adopted</b>	21.3.2023
<b>Result of final vote</b>	+: 36 -: 3 0: 1
<b>Members present for the final vote</b>	Magdalena Adamowicz, Andris Ameriks, Erik Bergkvist, Karolin Braunsberger-Reinhold, Ciarán Cuffe, Jakob G. Dalunde, Karima Delli, Ismail Ertug, Gheorghe Falcă, Carlo Fidanza, Jens Gieseke, Elsi Katainen, Elena Kountoura, Peter Lundgren, Elżbieta Katarzyna Łukacijewska, Marian-Jean Marinescu, Tilly Metz, Caroline Nagtegaal, Philippe Olivier, Rovana Plumb, Bergur Løkke Rasmussen, Dominique Riquet, Massimiliano Salini, Vera Tax, Achille Variati, Petar Vitanov, Lucia Vuolo, Kosma Złotowski
<b>Substitutes present for the final vote</b>	Tom Berendsen, Sara Cerdas, Leila Chaibi, Nicola Danti, Andor Deli, Markus Ferber, Valter Flego, Maria Grapini, Andrey Novakov, Andreas Schieder
<b>Substitutes under Rule 209(7) present for the final vote</b>	Asim Ademov, Moritz Körner

## FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

36	+
ID	Philippe Olivier
PPE	Magdalena Adamowicz, Asim Ademov, Tom Berendsen, Karolin Braunsberger-Reinhold, Gheorghe Falcă, Markus Ferber, Jens Gieseke, Elżbieta Katarzyna Łukacijewska, Marian-Jean Marinescu, Andrey Novakov, Massimiliano Salini, Lucia Vuolo
Renew	Nicola Danti, Valter Flego, Elsi Katainen, Moritz Körner, Caroline Nagtegaal, Bergur Løkke Rasmussen, Dominique Riquet
S&D	Andris Ameriks, Erik Bergkvist, Sara Cerdas, Ismail Ertug, Maria Grapini, Rovana Plumb, Andreas Schieder, Vera Tax, Achille Variati, Petar Vitanov
The Left	Leila Chaibi, Elena Kountoura
Verts/ALE	Ciarán Cuffe, Jakop G. Dalunde, Karima Delli, Tilly Metz

3	-
ECR	Carlo Fidanza, Kosma Złotowski
NI	Andor Deli

1	0
ECR	Peter Lundgren

Key to symbols:

+ : in favour

- : against

0 : abstention