



Brussels, 18 March 2014

DRAFT
Report from the Committee on Civil Liberties, Justice and Home Affairs
Delegation on "Smart Borders" to Finland
18-20 December 2013
Head of Delegation: Renate SOMMER

This delegation took place in the framework of the assessment of the Commission's proposals of the Smart Borders Package. This package consists of two main components: 1) the proposal for an Entry/Exit System (COM(2013)95) and 2) the proposal for a Registered Traveller Programme (COM(2013)97). These two proposals are complemented by a third proposal amending the Schengen Borders Code "as regards the use of the Entry/Exit System (EES) and the Registered Traveller Programme (RTP)" at the border (COM(2013)96).

Its purpose was to see the current situation in Finland, and in particular the situation at the land border with Russia, by looking at the current situation but also at challenges and how the proposals of the Smart Borders Package would affect the situation at the border. Furthermore, as Finland is one of the Member States which operates its own national EES the purpose was to see the system in operation. Finally, the delegation wanted to learn from the experiences of Finland with a number of pilot projects on automation and border checks on trains.

The delegation visited two land border crossing points (Imatra and Nuijamaa), the "green border", saw border checks on trains (on the high-speed train connecting St. Petersburg to Helsinki) as well as automated border control at the Helsinki airport air border. In addition to exchanges of views with the border guards and officials it met with Ms. Marjo Anttoora, State Secretary of the Ministry of Interior.

Wednesday, 18 December 2013

The delegation was welcomed at the airport in Helsinki and transferred to Imatra close to the Finnish/Russian border.

Dinner with Mr. Mikko Kirjavainen, Head of Border and Coast Guard Division of the Ministry of the Interior, and Mr. Vesa Blomqvist, Border Security Expert

The dinner provided for a first occasion to discuss the topics of the delegation. The situation at the Finnish/Russian border was described as relatively calm. Per year very few cases of illegal entry take place.¹ There is, however, a constant increase in the number of border crossings, many by regular, frequent travellers, often for day-trips.

Finland operates its own national EES with law-enforcement access. The system resulted from historical developments of the Nordic Passport Union. This required the use of a registration card system which was by means of the Finnish national EES automated. The delegation was provided with a background note of which the main elements are included in annex to this report.

In particular due to the rising numbers of border crossings,² Finland has a strong interest in making them more fluent and smooth. Finland has in recent years significantly increased the number of border guards and space at border crossing points but considers that with the number of border crossings expected to rise in future years this policy cannot be continued infinitely also given the high cost of staff. Instead technology which evolves and will continue to evolve quickly should be used more. This would not lead to a reduction of staff but reduce the need to recruit continuously more staff and/or expand border crossing points.

So far the vast majority of persons crossing the border are Russian nationals which are under visa obligation to enter the Schengen area. For both scenarios, the maintaining of the visa obligation for Russians as well as the abolition of the visa requirement, Finland considers the introduction of smart borders as necessary. In case the visa obligation would be abolished, a first check as to whether the person fulfils the conditions for entry could only be made at the border crossing point (and not as today at the consulate when the request for a visa is made). In this scenario the EES would help the border guards as they would have more information about the person available. A person who had travelled many times in the past and always exited in time could be treated differently than somebody who comes for the very first time. Such a differentiation between travellers could free resources which would be necessary to deal with an increase of travel flows expected to double or triple if the visa requirement would be abolished. Also the RTP, even if no automated gates could be used at a border, would help the border guards. The system would inform automatically that the person has been pre-screened thereby making it possible to facilitate the border check for the person concerned.

A further argument made is that with the current system of stamps it is de facto impossible for border guards to calculate and check the authorised period of stay (of 90 days within a 180 days period). It is in the Finnish views therefore necessary either to abolish that rule as it de facto cannot be enforced or to provide for a tool such as EES which allows enforcing it. In addition, as the person can travel freely within the Schengen area the Finnish national EES is of limited value and Finland has no information as to the total number of visa overstayers which remain illegally on Finnish territory.

¹ In 2013 from 1 January to 31 October 5 cases of intentional illegal entry occurred at the green border and 53 cases at border crossing points.

² The passenger traffic at international border crossing points at the Finnish-Russian border doubled from some 6 Mio. in 2005 to 12 Mio. in 2012.

As to the proposed retention period of 181 days in the EES it was considered too short in relation to the need to capture 10 fingerprints. As the time to capture 10 fingerprints of high quality is rather long, especially with the hand-held devices used in the trains/lanes, this effort is difficult to justify if the retention period is relatively short.

The RTP could allow reducing the time of the border check to 20 - 40 seconds in comparison to the current 2 minutes and 40 seconds. Even if automation would not be used at land borders, as it would be complicated to implement, time would be saved. Regarding the RTP Finland doubts the value of the token. There is also an issue with third country consulates which do not issue visas as there would be very limited staff to examine RTP applications.

Finland considers a European solution as necessary for the future of border checks as purely national measures do not work in an area of free movement.

Thursday, 19 December 2013

Imatra border guard station - Presentation by Major Ville Joskitt, Chief of Border Checks Sector/Border Operation Office, Southeast Finland Border Guard District

Before the visit of the border crossing point the delegation was briefed on the general situation in the Southeast Finland Border Guard District. The district is responsible for a stretch of some 200 km of the border with Russia with four border crossing points. The total number of staff is 778. 85 dogs work as border guard or sniffer dogs. The total expenditure in 2013 was 46 Mio. €, of which 38,7 Mio. € are salaries. The number of persons crossing the border increases constantly and the vast majority (82% in 2012) are Russian citizens. This is largely due to an increasing number of relatively wealthy Russians and the area of St. Petersburg with some 7 Mio. inhabitants being only 200 km away from Imatra. For these reasons many border crossing points are being enlarged. Imatra, for example, has been built for a capacity of 1 Mio. border crossings per year but handled in 2012 2,2 Mio. border crossings. Following constructions works in 2013 - 2014 its capacity will be enlarged to 4 - 5,3 border crossings per year. Border Guards have, in addition to the border checks and surveillance, further tasks such as public order and safety at border crossing points, urgent police tasks, crime prevention, maritime search and rescue and participation in defense.

Local views about the benefits of planned Smart Borders –program (extract from the presentation)

RTP (Registered Travellers Programme)

- possibility to shorten duration of border checks for this group of passengers (thorough checks vs. minimum checks)
- possibility to make lane separation for this group
- opportunity to facilitate smooth travelling of this group of passengers and by this way decrease the negative effects of continuously increasing passenger traffic

EES (Entry/Exit System)

- Better overview about passenger travel history
 - More efficient and faster way for border guard to control duration of stay and routing of passenger than stamps
 - No need to manually stamp passports → effects of unclear stamps or stamping failures decrease,
- provides possibility to more efficient use of ABC → resource savings
- No need to manually calculate staying period in the Schengen Area → System will automatically calculate
- easier to detect overstayers but also recognize positive travel history of passenger

Presentation by Captain Ilkka Tuomikko, Imatra Border Crossing Point

Captain Ilkka Tuomikko gave a general introduction about the Imatra Border Crossing Points. It is staffed with 91 persons who work in three eight hours shifts. The staff is organised in such a way as to ensure the presence of certain experts (such as crime intelligence, documents or vehicle inspection) at all times. The situation is characterised by Russians, mainly coming from St. Petersburg, who come for short, usually 1 day, shopping trips to the region. Also spas, local recreational activities and services in the South-Karelia area, holiday resorts further away (e.g. skiing resorts in Lapland) or shopping and activities in Helsinki are popular. A particular challenge for the border crossing point is that the number of border crossings fluctuates significantly depending on the time of the day. The many persons on day-trips usually arrive in the morning at the border crossing point and return in the evening.

Visit of the Imatra border crossing point

At the Imatra border crossing point the delegation split into four groups which consecutively observed four different situations:

1) General organisation of the border crossing point: Outside the main buildings the Finnish Border Guards explained the facilities available and the organisation of the traffic at the border crossing point. Traffic is managed by means of traffic lights. Arriving cars need to wait until a green light signals them that they may proceed towards the main building. There passengers are required to leave their vehicles and pass into the building for the border check and customs control. In the meantime the parked vehicles are checked by border guards/customs, also with the help of dogs to search for hidden persons and drugs. A building is available for more in-depth checks of vehicles. Works are currently taking place in order to increase the capacity of the border crossing point. These include new lanes, extension of the main building and checkpoints on lanes. The project is co-financed by the European Neighbourhood and Partnership instrument.

2) First-line checks: the delegation had the occasion to be in the booth together with the border guards doing the first line check. Persons arriving hand over their passport which is placed on the reader. The reader accesses the data from the machine readable zone and the computer then automatically checks the various databases available (European ones such as SIS II and VIS but also national ones such as the Finnish EES). Should any database have information this is seen by the border guard. In parallel, the border guard asks the person

about the purpose and duration of the stay and the places that are planned to be visited. This data is entered into the Finnish EES. The border guard also checks the visa sticker and stamps the passport. The total duration of the first-line check was short, probably between 1 - 2 minutes.

3) Second-line checks: In case the border guard at the first-line check has any doubts or suspicion about the persons, he or she is send to a second-line checks which takes place in an office of the main building. Frequent cases involve persons which have given wrong information about the stay. They might, for example, have indicated that they want to do a one-day shopping trip but in their belongings a boarding pass for a flight to Italy is found. In such cases entry might be refused as wrong information had been given to the border guards.

4) Document checks: One office is equipped with tools which allow checking whether a document is forged or has been tampered with (by putting in a different picture in a real passport for example). The border guard explained the FADO database (False and Authentic Documents Online) which contains, for example, images of genuine documents, information on security features, images of typical false and forged documents, and information on forgery techniques.

Following the visit of the border crossing point lunch took place at the cantine of the Imatra border guard station which allowed for further discussions.

Visit of the state border

Following the visit to Imatra the programme was changed to allow for a visit of the state border at daylight. The delegation went to the Nuijamaa lake area to be informed about the surveillance of the border between the border crossing points.

Within the Southeast Finland Border Guard District certain part of the border is controlled by technical surveillance. At the entire Finnish/Russian land border a so called border zone was established: Its maximum breadth is three km at the land border and it is marked using signs which indicate that access without permission is forbidden. Should persons need to access the zone, they need to apply for permission.

The external border and border zone is patrolled by guards (on foot, on ski or by means of snowmobile, helicopters) with dogs. Should a border been crossed illegally or a person have been in the border zone the dogs are able to detect so and follow the trace.

The Members of the delegation walked on foot a stretch of the border and had the occasion to discuss with the border guards about their work.

Nuijamaa border crossing point

The delegation then proceeded to the Nuijamaa border crossing point where the discussions with the staff focussed in particular on the cooperation between border and customs authorities.

Border guards in Nuijamaa have responsibility for the land border crossing point but also the airport of Lappeenranta with occasional flights outside the Schengen area, the harbour and the Saimaa canal. The situation with an increasing number of border crossings and the challenges of many travellers in the morning and the evening are the same as in Imatra.

In Nuijamaa a special model of cooperation between border and customs authorities - the NUIJA Model - is being applied. It includes for example common briefings at the beginning of each shift, joint field checks with dogs in the lanes and customs officers carrying out first line border checks in cargo lanes on behalf of the border guards.

The experiences are very positive and benefits include a more flexible and efficient use of resources, more fluent processes and staff enjoying more opportunities and training. A further deepening of the cooperation is now being tested which includes for example that border guards take over certain tasks from customs such as the checking of vehicle insurances or tax free sales export validations.

Staff at the border crossing point also explained the cooperation with the Russian authorities which includes joint investigations, monthly meetings, ad hoc meetings, yearly exchanges of officials, and a special phone and fax connection.

Friday, 20 December 2013

Vainikkala border crossing point - border checks on trains

The delegation was briefed at the border check station about the conduct of border checks on board the high-speed train connecting St. Petersburg and Helsinki.

The border crossing point is at the only railway connection between Russia and Finland. It is used by daily four high-speed trains in each direction between Helsinki and St. Petersburg as well as one night train between Helsinki and Moscow. Passengers are checked on board of the trains during the journey.

Before the border guards board the train the passenger list is received from the railway operator and the passengers are checked against the so-called Ratas programme,¹ in operation

¹ The national Border Check System (RATAS) used both at the border checks at the Schengen external borders and within the territory when applicable, provides a one service platform for several national and international data bases. In addition to all relevant national data bases hosted by the Police, the Ministry for Foreign Affairs, the Migration Service, the Customs and the Finnish Border Guard, the Border Check System have access to the VIS, the SIS and the Interpol I-24 (SISII has been implemented on April 9th 2013). The information provided comprises alphanumeric data, document data on lost and stolen blank and issued documents and access to biometric data only in limited cases, such as the national AFIS, the VIS and in the future the SISII, when

since June 2013. The objective is to have - before the border guards board the train - information on passengers which should be subject to particular attention by the border guards.

The train patrol on any trains consists of three to four border guards. Depending on the number of passengers on the train this number might be increased. Each group contains specialists on document examination, crime intelligence and languages (Russian, English). First and second line checks take place on the train in the same way as at a border crossing point.

The border guards board the train coming from Russia at Vainikkala (Such boarding of the train for the domestic leg in Finland is not possible for passengers.) and conduct the border checks between that station and arrival at Helsinki. Passengers leaving the train in Vainikkala are checked there at the border station. Passengers leaving the train at the first stop in Finland (Kouvola), are checked on the train and if time does not allow doing so a border guard leaves the train as well in Kouvola.

The check on board the train is done by means of mobile devices which allow reading the passport and checking the data against the same databases as at the land border crossing points. Experiences with the mobile devices, which are in use since three years, is good although there are also negative experiences. The price for a device is 20.000 €.

The number of border crossings also at this border crossing point is rising constantly. Figures increased, for example in 2011 by 24%, in 2012 by 11% and 2013 (until 15 December) by 22%. In 2013 there were 26 cases of refusal of entry. In such a case the carrier is liable to transport the passenger back. In 2013 73 cases of counterfeited documents were detected.

The cooperation with the Russian authorities and the railway operator to speed up border crossings and to detect irregular immigration was described as positive. The argument as to the need for more information on passengers and the impossibility to calculate the authorised period of stay on the basis of stamps in the passport was reiterated.

After the briefing the delegation boarded the train together with the border guards and could observe them during the conduct of the border checks on the way to Helsinki.

Lunch with Ms. Marjo Anttoora, State Secretary Ministry of Interior

The lunch provided a further occasion to discuss the general position of Finland towards the smart borders proposals. Finland has a high interest in ensuring smooth border control processes and a high level of security. Travel flows are increasing and there is no space to expand border crossing points further than what has been done already. Finland is critical of the concept of the token for the RTP and has a hesitation to capture 10 fingerprints for the EES if the retention time is as short as proposed.

applicable. The Border Check System also have direct access to the centralized systems of the Finnish issued documents, including passports, id-cards, visas and residence permits, including the facial image as biometric data.

Specified issues which were discussed include the access for law enforcement authorities, for which Ms Anttoora explained that Finland would need to see a proposal and discuss it with its parliament before responding, and the time a border crossing would take if the proposals are implemented. On the latter point it was argued that a slightly longer border control for some could be offset by a differentiation between travellers implying that some travellers could be subject to only a very quick check. The data protection rules were discussed as well and it was argued that Finns tend to have a high level of trust in public authorities.

For the post-Stockholm programme Ms Anttoora referred particularly to the need for more cooperation between the authorities of the Member States.

Helsinki-Vantaa Airport

Before leaving the delegation had the occasion to visit the automated border control gates (ABC-gates) at the airport. At the airport, ABC-gates are mainly used for EU citizens as according to the Schengen Borders Code for them a minimum check to establish their identity is the rule (while for third-country nationals the rule is a thorough check).

ABC-gates can only be used by holders of biometric passports. The technology is based on facial recognition. The gate makes a comparison between the image stored as biometric identifier on the chip in the passport and the person at the gate. Several gates are under supervision of a border guard who - in case of doubt of the gate as to the identification - takes the decision and also has access to the information retrieved by the system from various databases. Persons are also working directly at the gates to assist travellers if necessary. As the camera of the gate which captures the image of the face is at a certain height the ABC-gates cannot be used by infants or persons sitting in a wheelchair. In particular, persons who have not used ABC-gates before need a certain time to understand how the system works.

Due to the high number of passengers travelling to and from Asia via Helsinki (due to the relatively short flight times) the Finnish Border Guards had established a pilot project to use ABC-gates also for citizens of Japan and South Korea holding biometric passports. Staff with knowledge of Japanese and Korean was specifically employed to assist these passengers.

Conclusion

The Members of the delegation welcomed the occasion to visit the border and to engage in direct discussions with border guards about their work. They would like to express their gratitude towards the Finnish Border Guards for the professional organisation of the visit and for the time and effort of the Border Guards.

The delegation allowed to understand the situation at the Finnish/Russian Border and gave very useful insights which will be valuable in the further legislative procedure.

Finnish national Entry/Exit System (information provided by the Finnish Border Guards)

Collected data

The following data is collected:

- traveller: last name(s), first name(s), gender, date of birth, nationality;
- travel document: type, number, date of issuance, expiry date, issuing country;
- visa: type, number, issuing country, expiry date;
- border crossing: name of PCB, date, time, direction (entry/exit), mode of transport, vehicle identification number, other details on means of transport, declared purpose of trip;
- stay: original residence location during stay, current residence location during stay, other.

Access rights and retention period of data

Border guard, police and customs have access and use the data.

Data is used for border checks and surveillance, prevention, detection and investigation of serious and cross-border crime and for national security.

Based on the national law all data fields are accessible also for law enforcement purposes. Retention period of data is five years.

As mentioned above the access rights are defined by national laws (police, custom, border guard). All users apply for personal access rights. All users have direct connection to the database.

The Border Guard Act, which entered into force in 1999, lays down the provision that the Border Guard has the right to save data, in the register on surveillance issues, on persons and vehicles entering and leaving the country. Use of data has been permitted for the purposes of border checks and surveillance of borders and the related tasks.

Legislation on the Border Guard was revised through acts that entered into force in 2005. Such legislation further confirmed the principles of the Border Guard's right to save data in a register concerning entry into and exit from the country. As concerns information gained in border surveillance, preparatory documents for the related legislation state that, regardless of its administrative nature, the aim of border control is to prevent various factors from posing a threat to public order and safety. While taking due account of exclusivity of purpose in collating information, the information in question has been available for the purpose of crime prevention (preliminary investigation and prevention/detection of crime) by the Border Guard. Information may also be disclosed to the police and Customs, through a technical interface for law enforcement purposes.

Police has right to use the data for preventing, detecting and investigating all types of cross-border crimes.

In accordance with the Customs Act (1466/1994), Finnish Customs has the right to obtain information from the Border Guard's registers for controlling the entry and exit of third-country nationals (NEES) in order to prevent, detect and investigate customs offences and in aid of the related prosecutions.

Use of data

The Border Guard investigates cross-border crime, particularly those related to illegal immigration and human trafficking and the related offences. In connection with offences linked to the crossing of external borders, the standard procedure is that, during criminal intelligence and analysis in connection with a case, information on border crossings by persons and vehicles is always examined. Hence, the NEES is checked as per the regulations in all cases in which the person's entry into, exit from or presence in the country is relevant for crime prevention, detection or investigation.

Information in the register is used in the pre-trial investigation report, for instance by demonstrating and proving to the prosecutor that the person was in the country and arrived in a certain vehicle, or in certain company. Moreover, the register is used during criminal investigations, when timing the activities of people, determining their travel companions and identifying someone on the basis of their observed travel companions. Correspondingly, the register can help in tracking down persons who have changed their name. In addition, the register is regularly used for verifying residence periods and, among other activities, monitoring the use of vehicles.

In general, it should be noted that information gained from the register is often relevant, at least in the targeting of an investigation, as well as in confirming or dismissing suspicions about a person. Significance is emphasised in cases where data on entry into the country helps to prove that, for instance, an alleged human trafficker has arrived in Finland several times within a certain period of time. The number of occurrences is also of special significance in assessing whether organized crime is involved, which may also require international cooperation and possible joint investigation teams. Every year, the Border Guard investigates approximately 20 cases concerning the aggravated organization of illegal immigration and human trafficking. The NEES information also plays a key role in identifying the victims of the suspects.

Thursday, 19 December 2013

- 07.00 – 08.45 Breakfast at the hotel and check out
- 08.45 - 09.00 Transfer to Imatra border crossing point - *Finnish-Russian border (FBG mini bus)*
- 09.00 - 09.45 General presentation; South-East Finland Border Guard District and Imatra border crossing point
Representatives of South-East Border Guard District
- 10.00 – 12.00 Introduction on the cross border traffic control at Imatra border crossing point
- *Introduction of the border checks procedure*
 - *Finnish entry/exit system*
 - *National measures to facilitate the cross border traffic*
 - *The importance of future EU level systems in practice*
 - *Common discussion, questions and conclusive points*
- Representatives of South-East Border Guard District
Border Security Expert Mr. Vesa Blomqvist*
- 12.00 - 13.30 Transfer to Nuijamaa, lunch en route
Finnish-Russian border, (FBG mini bus, restaurant arranged by FBG)
- 13.30 - 17.00 Introduction on the cross border traffic control at Nuijamaa border crossing point
- *Border checks procedures (division of traffic)*
 - *Tasks and cooperation between different authorities*
 - *Cross border cooperation with RUS*
 - *Common discussion, questions and conclusive points*
- Representatives of South-East Border Guard District
Border Security Expert Mr. Vesa Blomqvist*
- Short visit to state border
*Border patrol at Nuijamaa lake by service snowmobiles
(warm clothing will be arranged by FBG)
Family photo*
- 17.30 - 18.00 Transfer to Lappeenranta
(FBG mini bus)
- Accommodation at hotel Patria
(Reservations will be made by FBG)
- 20.00 Dinner at restaurant in Lappeenranta
Hosted by Mr Mikko Kirjavainen

Friday, 20 December 2013

- 07.00 – 09.30 Breakfast at the hotel and check out
- 09.30 - 10.00 Transfer to Vainikkala border crossing point
(*FBG mini bus*)
- 10.00 – 11.00 Introduction on border checks on train at Vainikkala border crossing point
Representatives of South-East Border Guard District
- 11.00 – 13.00 Transfer from Vainikkala to Helsinki by train
(*passenger train St. Petersburg – Helsinki*)
Introduction to the border checks on board
How future systems can be implemented in train checks
Representatives of South-East Border Guard District
Border Security Expert Mr. Vesa Blomqvist
- 13.00 - 13.15 Transfer to the Ministry of the Interior
(*FBG mini bus*)
- 13.30 - 14.00 Meeting with State Secretary Ministry of Interior,
Ms. Marjo Anttoora
- 14.00 - 15.00 Working lunch, Ministry of the Interior
(with representatives of ministry and cooperational authorities, tbc)
Conclusive discussions
- 15.00 – 15.40 Transfer to the airport
- Brief introduction of ABC-gates at Helsinki-Vantaa Airport
Border Security Expert Mr. Vesa Blomqvist
- 16.40 Departure

All transfers (mini bus or train) according to the program will be arranged by Finnish Border Guard.

Suggested flights from Helsinki to Brussels:
AY2817 20DEC HELBRU 16:40-18:20

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Annex II



ЕВРОПЕЙСКИ ПАРЛАМЕНТ PARLAMENTO EUROPEO EVROPSKÝ PARLAMENT EUROPA-PARLAMENTET
ΕΥΡΩΠΑΪΣΧΕΣ ΠΑΡΛΑΜΕΝΤ EUROOPA PARLAMENT ΕΥΡΩΠΑΪΚΟ ΚΟΙΝΟΒΟΥΛΙΟ EUROPEAN PARLIAMENT
PARLEMENT EUROPÉEN PARLAIMINT NA HEORPA PARLAMENTO EUROPEO EIROPAS PARLAMENTS
EUROPOS PARLAMENTAS EURÓPAI PARLAMENT IL-PARLAMENT EWROPEW EUROPEES PARLEMENT
PARLAMENT EUROPEJSKI PARLAMENTO EUROPEU PARLAMENTUL EUROPEAN
EURÓPSKY PARLAMENT EVROPSKI PARLAMENT EUROOPAN PARLAMENTTI EUROPAPARLAMENTET

European Parliament Committee on Civil Liberties, Justice and Home Affairs

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18-20 December 2013*

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2.	Mr. Ioan ENCIU <i>Rapporteur</i>	S&D	Member	RO
3.	Mr. Kyriacos TRIANTAPHYLLIDES	GUE/NGL	Member	CY
4.	Ms. Franziska KELLER	Greens/EFA	Substitute	DE
5.	Mr. Nils TORVALDS (<i>accompanying member</i>)	ALDE	Member	FI

¹ EPP [Group of the European People's Party \(Christian Democrats\)](#)
S & D [Group of the Progressive Alliance of Socialists and Democrats in the European Parliament](#)
ALDE [Group of the Alliance of Liberals and Democrats for Europe](#)
Greens/EFA [Group of the Greens/European Free Alliance](#)
GUE/NGL [Confederal Group of the European United Left - Nordic Green Left](#)

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7.	Ms Christine SIDENIUS	Greens/EFA

STAFF OF THE EP SECRETARIAT

8.	Ms Katrin HUBER	Administrator
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