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on the implementation of the 2011 White Paper on Transport: taking stock and the way forward towards sustainable mobility
(2015/2005(INI))

Committee on Transport and Tourism

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PR_INI

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MOTION FOR A EUROPEAN PARLIAMENT RESOLUTION

on the implementation of the 2011 White Paper on Transport: taking stock and the way forward towards sustainable mobility

(2015/2005(INI))

The European Parliament,

– having regard to the Commission White Paper entitled 'Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system' (COM(2011)0144),

– having regard to the public hearing entitled 'White Paper on Transport: taking stock and the way forward towards sustainable mobility' held by its Committee on Transport and Tourism on 17 March 2015,

– having regard to the European Economic and Social Committee Draft Opinion entitled 'Roadmap to a single European transport area – progress and challenges',

– having regard to its resolution of 15 December 2011 on the Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system[1],

– having regard to its resolution of 6 July 2010 on a sustainable future for transport[2],

– having regard to its resolution of 12 July 2007 on Keeping Europe moving − Sustainable mobility for our continent[3],

– having regard to its resolution of 12 February 2003 on the Commission White Paper 'European transport policy for 2010: time to decide'[4],

– having regard to the Commission White Paper entitled 'European Transport Policy for 2010: time to decide'(COM(2001)0370),

– having regard to Rule 52 of its Rules of Procedure,

– having regard to the report of the Committee on Transport and Tourism (A8-0000/2015),

A. whereas the White Paper on Transport set an ambitious agenda for the transformation of the European transport system and the creation of a genuine Single European Transport Area;

B. whereas the transport industry represents a driving force of the EU economy, employing

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[1] OJ C 168 E, 14.6.2013, p. 72.
[2] OJ C 351 E, 2.12.2011, p. 13.
[3] OJ C 175 E, 10.7.2008, p. 556-561.
[4] OJ C 43 E, 19.2.2004, p. 250-259.

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around 10 million people and accounting for about 5 % of GDP, which should remain a frontrunner in generating further economic growth and job creation;

C.   whereas transport is a sector where Europe is a world leader, in both manufacturing and transport operations, and it is crucial that European transport continues to develop and invest to maintain its competitive position;

D.   whereas it is necessary to eliminate all the residual barriers, technical compatibilities and burdensome administrative procedures that impede the achievement of a fully integrated transport system;

E.   whereas it is essential to ensure the successful development of the Trans-European Transport Network (TEN-T), effectively link the transport networks of all EU regions and eliminate disparities between the levels of infrastructure development;

F.   whereas transport continues to be nearly fully dependent on fossil fuels and is the only sector where greenhouse gas emissions have grown over the last 25 years, and without the recent economic downturn emissions growth could have been even bigger;

G.   whereas there is an urgent need to break the transport system's dependence on oil without sacrificing its efficiency and curbing mobility;

H.   whereas innovation should play a major role in the development of a modern, efficient, sustainable and user-friendly European transport system;

I.   whereas further market opening needs to go hand in hand with quality jobs and working conditions;

J.   whereas the creation of a genuine Single European Transport Area will not be possible without effective implementation of EU legislation by Member States;

Implementation and mid-term review of the White Paper

1.   Welcomes the Commission's intention to carry out a mid-term review of the White Paper, with the aim of assessing the progress achieved and proposing further actions to reach its objectives; considers that, while it is too early to fully assess the impact of a number of policy measures taken since the adoption of the White Paper, a stocktaking exercise is necessary to obtain an overview of the state of play in the implementation of the 40 initiatives and 131 action points listed in its Annex;

2.   Reiterates its support for the targets set out in the White Paper and the 10 goals for a competitive and resource-efficient transport system (benchmarks for achieving the 60 % GHG emission reduction target); stresses that the mid-term review should maintain the level of ambition of the goals set in 2011 and propose concrete measures and initiatives to increase and streamline the efforts to meet them; considers that it is necessary to evaluate the extent to which the list of actions set out in the White Paper is sufficient to achieve its overarching goals;

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General principles: modal shift and co-modality

3. Stresses that a European sustainable mobility policy needs to build on a broad range of policy tools to shift towards the least polluting and most energy-efficient modes of transport; points out that shifting the balance between modes of transport is not an end in itself, but is necessary to disconnect mobility from its adverse effects such as congestion, air pollution, noise, accidents and climate change;

4. Considers that the development of passenger and freight transport is largely dependent on the effective use of the various modes of transport, and that European transport policy should therefore be based on efficient co-modality; believes that this will lead to an optimal reallocation between the different transport modes, and will provide for interoperability within and between the modes, promote more sustainable transport and logistics chains and enhance seamless traffic flows across modes and nodes;

Modern infrastructure and smart funding

5. Calls on the Commission to submit a proposal to provide for the internalisation of the external costs of all modes of freight and passenger transport, applying common principles and taking into account the specificity of each mode; calls for concrete measures to ensure a wider application of the 'user pays' and 'polluter pays' principles, and a level playing field between transport modes;

6. Emphasises that the completion of the Trans-European Transport Network remains one of the preconditions for a more sustainable and efficient transport system and a more balanced distribution of freight and passengers among transport modes; stresses that the selection of projects eligible for EU funding must focus on the completion of missing links, the upgrading of existing infrastructure and the development of multimodal terminals, putting greater emphasis on European added value; considers that the Connecting Europe Facility instrument and other means of financing should stimulate investment in rail and inland waterways as a priority; emphasises that co-funded projects should reflect the need for infrastructure that minimises the impact on the environment, that is resilient to the possible impact of climate change and that improves the safety of users; stresses also the need for proper maintenance of the existing infrastructure;

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to transport infrastrucuture projects that deliver high societal and economic value, and target projects that promote job creation, long-term growth and competitiveness;

8. Stresses that the deployment of intelligent transport systems is necessary to allow a more efficient use of the existing infrastructure and provide additional capacity without the time, cost and land-take required for the construction of new infrastructure;

Sustainable transport and urban mobility

9. Emphasises the importance of promoting electro-mobility and electric public transport systems, coupled with the introduction of renewable energy sources in the electricity

sector, giving priority to the electrification of the rail network, tramways, electric cars and e-bikes; stresses the potential of modern aerial tramways (cable cars), as an inexpensive and easy-to-build means of transportation, to expand the capacity of urban public transport systems;

10. Notes that public transport usage in urban areas is not clearly stated among the ten goals of the White Paper; believes that a new goal should be set of doubling public transport use in urban areas by 2030, while providing for facilities and infrastructure to facilitate door-to-door mobility of pedestrians, cyclists and elderly or handicapped people; a clear goal should be also set to double cycling by 2025;

11. Stresses that powered two-wheelers (motorcycles, scooters and mopeds) play a significant role in sustainable mobility, especially in urban areas where they contribute to tackling congestion and parking problems as well as providing a solution for small logistics; insists therefore that the specific design and afferent benefits of these vehicles should be adequately taken into account and reflected in EU transport legislation and guidelines;

12. Stresses that the behaviour of transport users is key to the development of a more sustainable transport system; calls for initiatives that motivate users, especially young people, to choose more sustainable means of transport (walking, cycling, public transport, car sharing);

13. Calls on the Commission to monitor the situation in the different Member States as regards the operation of transportation network companies that match drivers to passengers (Uber being the most prominent example), and to carry out an assessment of the legal, social and economic consequences arising from the operation of such companies, accompanied, if appropriate, by relevant measures or recommendations;

Placing people at the heart of the transport policy

14. Calls, with regard to road safety, for:

    – the adoption of a 2020 target of a 35 % reduction in the number of people seriously injured, accompanied by a fully fledged EU strategy,

    – the extension, within the revision of Directive 2008/96/EC on road infrastructure safety management, of its four main measures to other parts of the road network, including all parts of motorways and rural and urban roads,

    – a review of the rules on training and qualifications of professional drivers,

    – greater application in new passenger cars and commercial vehicles of innovative technologies such as Automated Emergency Braking and Intelligent Speed Assistance (ISA) systems;

15. Stresses the need to complete the established legislative framework for passenger rights with measures covering passengers on multimodal journeys; calls for initiatives to promote integrated traveller information and intermodal ticketing; asks for measures to

improve the quality of transport for elderly people, passengers with reduced mobility and disabled passengers, including better accessibility of infrastructure;

16. Calls on the Commission to address the quality of work in all transport modes, with respect in particular to training, certification, working conditions and career development, with a view to creating quality jobs, developing the necessary skills and strengthening the competitiveness of EU transport operators;

17. Urges the Commission to ensure that proposals on the opening-up of services in all transport markets do not lead to social dumping, poorer-quality services, monopolies or oligopolies;

A competitive, efficient, integrated transport system

18. Insists that bureaucratic hurdles should be reduced for all forms of transport and calls, therefore, for greater simplification and harmonisation of transport and logistics documents; calls on the Commission to submit a proposal for establishing an electronic framework for multimodal transport of goods (e-Freight), achieving paperless, seamless information flows along the whole transport logistics chain;

19. Calls for the standardisation of intermodal loading units, taking into account the loading units used in global transport and the dimensions of transport vehicles, in order to optimise multi-modal transport;

20. Calls on the Commission to streamline the rules for the intermodal transport of dangerous goods so as to ensure interoperability between the different modes;

21. Urges the Commission and the Member States to explore the potential and support the deployment of tube freight transportation as a promising concept for a sustainable transport system;

22. Calls for an enhanced research and technology agenda for the transport sector; considers that this agenda should be drawn up in cooperation with all relevant stakeholders in order to understand the needs of the sector and, accordingly, improve the allocation of EU funding; takes the view that priority should be given to projects to decarbonise transport, increase the transparency of the supply chain, enhance transport safety and security, improve traffic management and reduce administrative burdens;

The global dimension of transport

23. Stresses that the creation of a European transport area is an important priority which depends to a large extent on international acceptance under agreements negotiated globally with our trade partners for all transport modes, particularly in connection with air and maritime transport, and that the EU should play an increasingly formative role in the relevant international bodies;

24. Takes the view that the EU must maintain its leading role in the global efforts to reduce transport emissions in the framework of the 2015 Paris Climate Conference (COP21);

Integration of all transport modes within the vision of a more efficient, sustainable, competitive and user-friendly transport system

25. Calls, with regard to air transport, for:

    – all necessary actions by the Member States to accelerate the implementation of the Single European Sky and deploy the future air traffic management system (SESAR),

    – the revision of Regulation 868/2004 to safeguard fair competition in EU external aviation relations and reinforce the competitive position of the EU aviation industry, preventing unfair competition more efficiently and eliminating unfair practices, including subsidies that distort the market,

    – an Aviation Dialogue with the Gulf States with a view to enhancing financial transparency and safeguarding fair competition; inclusion of 'fair competition clauses' in air transport agreements, detailed provisions on subsidies, unfair practices and competition, and efficient means of action in the event of non-compliance with those provisions,

    – enhancement of the negotiations within the International Civil Aviation Organisation (ICAO) on the development of a global market-based mechanism addressing international aviation emissions,

    – swift adoption by the Council of its position on the revision of Regulation 261/2004 on air passenger rights,

    – support for aeronautical research and development through the Horizon 2020 and Clean Sky programmes, in order to develop new and cleaner technologies resulting in less noisy and more fuel-efficient aircraft;

26. Calls, with regard to road transport, for:

    – national policy frameworks aimed at the development of the market as regards alternative fuels (natural gas, hydrogen, sustainable biofuels, including molasses-based ethanol) and electric cars, and the deployment of the relevant refuelling/recharging infrastructure,

    – an overall 40 % increase by 2020, as compared with 2010 figures, in the number of secure parking spaces for heavy-duty vehicles on the Trans-European Transport Network and improvements in their quality and hygiene standards,

    – initiatives to ensure interoperability of electronic road toll systems,

    – an evaluation by the Commission of car road-charging schemes and their compatibility with the EU Treaties,

    – a legislative proposal setting mandatory limits on average CO_2 emissions from

newly registered heavy-duty vehicles (trucks, buses and coaches), as is already the case for cars and vans; a revised test cycle to ensure that CO_2 and pollutant emissions from vehicles are reduced under real-world driving conditions,

– the adoption of a social code for mobile road transport workers, addressing also the problem of disguised self-employment;

27. Calls, with regard to rail transport, for:

– the opening-up of the domestic rail passenger market, while ensuring quality of services and public service obligations,

– solid, sufficient and predictable long-term funding to improve rail infrastructure quality and capacity and to enable the provision of reliable and sustainable services by rail freight and passenger operators,

– the deployment of the European rail traffic management system (ERTMS) on all TEN-T core network corridors as a priority,

– revitalisation of local and regional trans-border rail connections that have been dismantled or abandoned,

– the removal of barriers that prevent EU suppliers of rolling-stock from bidding for public contracts in non-EU countries;

28. Calls, with regard to maritime transport, for:

– measures to facilitate the formalities for ships operating between EU ports and to develop the potential of motorways of the sea, giving priority to the establishment of a real European Maritime Transport Space without Barriers ('Blue Belt'),

– better coordination between the maritime and customs authorities at all levels to streamline information flows and limit unnecessary administrative burdens and customs formalities,

– setting a binding target to reach the objective of the White Paper for an at least 40 % reduction in CO_2 emissions from maritime bunker fuels by 2050, to be accompanied by concrete measures including market-based mechanisms,

– promotion of emission abatement technologies and energy efficiency measures,

– actions supporting the deployment of alternative fuels infrastructure in sea ports, including the use of shore-side electricity,

– a legislative proposal to modernise passenger ship safety legislation;

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29. Calls, with regard to inland waterway transport, for:

– the establishment of an appropriate framework to optimise the internal market for inland waterway transport and to remove barriers that prevent its increased use,

– full implementation of the Naiades II action programme, with special attention to infrastructure, river information services deployment and innovation; an assessment of the programme by 2017 and, if necessary, adaptation of the proposed measures to ensure that the objectives of the programme are achieved,

– proper maintenance and upgrade by 2025 of inland waterways that are part of the TEN-T core network corridors,

– a swift review of Directive 2005/44/EC on harmonised river information services (RIS), ensuring full deployment of RIS by 2020 and connection to other cooperative intelligent transport systems,

– integration of inland waterway transport into multimodal transport, as well as into sustainable urban mobility plans and policies in European cities crossed by waterways,

– consideration of whether the governance and regulatory system of the Rhine can be applied to the Danube, to allow a quick economic development of that region,

– a legislative proposal on the recognition and modernisation of professional qualifications in inland navigation;

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30. Calls on the Commission to take into account the proposals contained in this resolution in the mid-term review of the White Paper and future initiatives in the transport area;

31. Urges the Commission to monitor progress towards reaching the goals of the White Paper, and to report annually on its implementation;

32. Instructs its President to forward this resolution to the Council, the Commission and the governments and parliaments of the Member States.

EXPLANATORY STATEMENT

In its 2011 White Paper on Transport[1], the European Commission presented an ambitious future strategy for a competitive transport system with the aim to increase mobility, remove major barriers in key areas and promote growth and employment. At the same time, the proposals aim to dramatically reduce Europe's dependence on imported oil and cut carbon emissions in transport by 60% by 2050.

Your Rapporteur reiterates European Parliament's support for the effective implementation of the White Paper on Transport. The mere reading of the ten goals set out in the White Paper, in support of the overarching vision to achieve a competitive and resource efficient transport system (benchmarks for achieving the 60% GHG emission reduction target), demonstrates that, although our work has started, the major efforts needed to transform the EU transport system lie ahead of us.

Solving the major problems identified in the White Paper means meeting very difficult goals by 2050, and challenging ones by 2020/30. Transforming transport and making it more efficient, cleaner, safer and more reliable will not be possible with just a small number of selected interventions. Transport is a complex system that is based on the interaction of infrastructure, vehicles, information technology, rules and behaviour. All these elements must be part of a common vision for change. Although the European Union has (and should use) the power to shape our future transport policies, in many areas European intervention will not suffice. Mutually complementary action will be needed at national, regional and local levels of government as well as by citizens and industry themselves.

Before looking at the future, it is useful to take stock of developments in the recent past. While it is too early to fully assess the impact of a number of policy measures taken since the adoption of the White Paper, a stock-taking exercise is necessary to obtain an overview of the state of play in the implementation of the 40 initiatives and 131 action points listed in its Annex.

More importantly, it is necessary to evaluate to what extent the list of actions set out in the Annex of the White Paper are sufficient to achieve its overarching goals. Overall, there seems to be a significant gap between the objectives and the means by which they might be achieved and financed. The very ambitious targets appear very difficult to reach, as long as they are not backed up with a more detailed and solid project plan, linked to realistic and workable short and medium term targets along the way towards the long term (2050) goals.

1. THE NEED FOR A ROBUST AND COMPETITIVE TRANSPORT SYSTEM IN A GLOBAL ENVIRONMENT

The global economy is ever more characterised by the emergence of new powerful players. European economic actors have to confront a larger number of global competitors. The World is moving ahead in all fields and the profound changes proposed in the White Paper should not only be seen as an opportunity for increasing efficiency, but also as a necessary condition

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[1] White Paper 'Roadmap to a Single European Transport Area-Towards a competitive and resource efficient transport system' (COM(2011)0144)

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for maintaining the competitiveness of the European transport and logistics sector which needs to stay one of Europe's growth engines.

Many European companies are world leaders in infrastructure, logistics, traffic management systems and manufacturing of transport equipment. But as other world regions are launching huge, ambitious transport modernisation and infrastructure investment programmes, it is crucial that European transport continues to develop and invest to maintain its competitive position.

EU companies face a number of restrictions when trying to expand their businesses in third markets. In this context, widening market access for EU transport industry products needs to go hand in hand with the efforts to eliminate trade barriers. Promotion of shared social and environmental standards is needed to allow the transport sector to become truly global and to avoid unfair competition, while there is a need to adopt common technical standards on a world basis (that could be based on EU ones) to strengthen the competitiveness and the sustainability of the transport industry as a whole. The EU should continue to aim at greater market access in transport in all relevant international negotiations.

2. GROWING COMPETITION IN INTERNATIONAL AVIATION

The geographic position of Europe allows the European air transport system not only to connect Europe's citizens and businesses with the rest of the world, but also to be an international air transport hub. However, the competitive position of EU airlines faces many challenges and threats, both in the internal and the external markets. Among these challenges, not necessarily connected to the on-going economic crisis, are increasing competition from non-EU carriers in fast growing regions such as the Asia-Pacific region, and challenges of managing available capacity efficiently. One particular challenge is to handle the social aspect of the industry transformation and particularly the changing business models (notably the low-cost model), which bring about questions on the status and the social protection of transnational mobile workers.
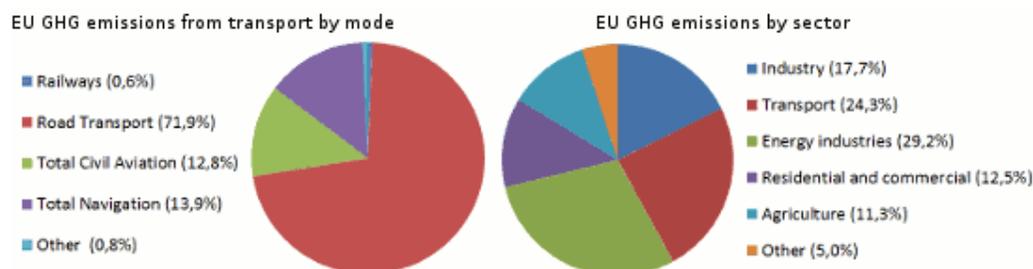
This situation is exacerbated by airlines from the Gulf region expanding their capacity on many of the routes previously serviced by European carriers. Many of these airlines are (partly) state-owned, supported by state aid, benefitting from access to cheap (airport) infrastructure, fuel and capital. In addition, they are not subject to night-curfews at airports (noise restrictions), ticket taxes and environmental charges as their European competitors. The EU needs to use the full range of tools available to tackle more effectively unfair competition. Furthermore, the EU needs to show leadership in driving change to international ownership and control regimes that will ensure that EU-based carriers stay prominent in the global network for the years to come.

3. MOVING TOWARDS A LOW-CARBON TRANSPORT SYSTEM

Transport is responsible for around a quarter (25%) of EU greenhouse gas emissions making it the second biggest emitting sector after energy. While emissions from other sectors are generally falling, those from transport have continued to increase until 2008 when transport emissions started to decrease owing to increased efficiency of passenger cars and slower growth in mobility as a result of the economic recession. However, if we stick to the business as usual approach, CO_2 emissions from transport would remain one third higher than their 1990 level by 2050.

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More than 70% of transport-related greenhouse gas emissions come from road transport. Road transport alone contributes about one-fifth of the EU's total emissions of CO_2. However, there are also significant emissions from the aviation and maritime sectors which are experiencing the fastest growth in emissions, meaning that policies are required for a range of transport modes.

EU28 greenhouse gas emissions by sector and mode of transport, 2012 (Source: European Commission)

EU GHG emissions from transport by mode

- Railways (0,6%)
- Road Transport (71,9%)
- Total Civil Aviation (12,8%)
- Total Navigation (13,9%)
- Other (0,8%)

EU GHG emissions by sector

- Industry (17,7%)
- Transport (24,3%)
- Energy industries (29,2%)
- Residential and commercial (12,5%)
- Agriculture (11,3%)
- Other (5,0%)

Preserving mobility will only be possible by making it sustainable. The challenge is to break the transport system's dependence on oil (95%) without sacrificing its efficiency and curbing mobility and economic growth. Investment in new clean technologies has a great potential to drive economic growth and job creation. Structural changes in transport can improve the quality of life and of the environment while at the same time preserving people's freedom to travel and the competitiveness of EU industry.

4. SHIFTING THE BALANCE BETWEEN MODES OF TRANSPORT

There is a growing imbalance between modes of transport in Europe. The increasing success of road and air transport is resulting in ever worsening congestion, while the failure to exploit the full potential of rail, short-sea shipping and inland waterways is impeding the development of real alternatives to road haulage. While this reflects the fact that some modes have adapted better to the needs of a modern economy, it is also a sign that not all external costs have been included in the price of transport and certain social and safety regulations have not been respected, notably in road transport.

A European sustainable mobility policy needs to build on a broader range of policy tools achieving shift to more environmentally friendly modes, especially on long distances, in urban areas and on congested corridors. At the same time each transport mode must be optimised. All modes must become more environmentally friendly, safe and energy efficient. Co-modality, i.e. the efficient use of different modes on their own and in combination, will result in an optimal and sustainable utilisation of resources. This approach offers the best guarantees to achieve at the same time a high level of both mobility and of environmental protection.

5. A SINGLE EUROPEAN TRANSPORT AREA

Despite EU enlargement, large divergences in terms of transport infrastructure remain between eastern and western parts of the EU. Completion of the Trans-European Transport Network remains one of the preconditions for the rebalancing of transport modes, linking the

transport networks of all EU regions and eliminating disparities between the levels of infrastructure development.

Whereas the EU has opened to competition most of its transport markets since the 90's, a number of obstacles to a smooth and efficient functioning of the internal transport market persist. The level of integration of the EU transport market remains low in comparison to other parts of the economy. A genuine EU-wide internal market exists only in air transport, while other transport modes suffer from different degrees of fragmentation along national borders; this concerns in first place rail and inland waterways, but road and short sea shipping are also affected.

The achievement of a fully integrated transport system is delayed by a number of remaining regulatory barriers to market entry, technical incompatibilities between modes, burdensome administrative procedures, or imperfect and outdated legislation. The opening of the market has not been accompanied by a parallel process of social harmonisation in employment and working conditions. The Commission should address quality of work in all transport modes, with respect to, notably, training, certification, working conditions and career development, with a view to creating quality jobs, developing the necessary skills and strengthening the competitiveness of EU transport operators.

6. PLACING PEOPLE AT THE HEART OF THE TRANSPORT POLICY

Road safety is a major societal issue and a great concern to citizens across Europe. Road transport is the most widely used means of travel and a primary cause of accidents. Although significant improvements have been reached, much still needs to be done to get to a 'zero-vision'. This should be achieved by: improved safety measures for trucks and cars; building safer roads; developing intelligent vehicles; strengthening licensing and training; better enforcement; targeting injuries; and a new focus on pedestrians, cyclists, motorcyclists and vulnerable road users.

It is also necessary to complete the established legislative framework with measures covering passengers on multimodal journeys with integrated tickets under a single purchase contract, as well as in the event of transport operators' insolvency. We should also improve the quality of transport for elderly people, passengers with reduced mobility and disabled passengers, including better accessibility of infrastructure.

The urban context poses the biggest challenges to the sustainability of transport. Cities currently suffer the most from congestion, poor air quality and noise exposure. Urban transport is an important source of transport emissions. The urban dimension will become even more important as the percentage of Europeans living in urban areas is projected to increase from 74% today to around 85% in 2050. At the same time, the subsidiarity principle entails a careful approach at European level.

Fortunately, the urban environment offers many options in terms of mobility. In urban areas, walking and cycling, together with public transport, often provide better alternatives not only in terms of emissions, but also of speed: they could readily substitute the large share of trips which cover less than 5km. Facilitating walking and cycling should become an integral part of urban mobility and infrastructure design. Public transport has to gain a higher share than today in the transport mix, become easily accessible for everyone and fully integrated with

non-motorised modes.

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Transport is a complex system that depends on multiple factors. Owing to this complexity, any intervention must be based on a long-term vision for the sustainable mobility of people and goods, not least because policies of structural character take long to implement and must be planned well in advance.

The forthcoming mid-term review of the White Paper on Transport should keep this long-term vision (2050). However, it should be supplemented with intermediate targets and objectives for the years to come. The list of the initiatives and action points proposed in the White Paper should be adapted and complemented on a regular basis, and evaluated against their effectiveness to reach the overarching long-term objectives. The purpose of the mid-term review is not to lower the level of ambition of the objectives set in 2011, but to increase and streamline the efforts to meet them.

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