

Annual Activity Report 2025

Directorate-General for Mobility and Transport

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Introductory message by the Director-General



In 2025, DG MOVE marked the first full year of the new Commission mandate under the leadership of Commissioner for Sustainable Transport and Tourism, Apostolos Tzitzikostas, placing competitiveness and security at the heart of its work. Recognising the essential role of transport and tourism in underpinning the EU Single Market, we prioritised stronger connectivity, greater resilience and the transition to a greener, more sustainable transport system. In a volatile geopolitical context, reinforcing Europe’s industrial strength and economic stability remained a central objective. Key initiatives aimed at enhancing the global competitiveness of Europe’s transport industries included *inter alia* the High-Speed Rail Plan, the Sustainable Transport Investment Plan and the Automotive Package.

With Russia’s war of aggression against Ukraine raging on, we maintained steadfast support to Ukraine’s transport sector and economy. The EU-Ukraine Solidarity Lanes remained crucial in ensuring alternative routes for Ukrainian exports and imports.

DG MOVE also sustained its contribution to the post-COVID-19 recovery by supporting investments under the Recovery and Resilience Facility and overseeing the effective deployment of Connecting Europe Facility (CEF) funding. In parallel, we advanced preparations for an ambitious CEF Transport proposal under the next Multiannual Financial Framework 2028–2034, designed to foster a modern, smart and future-proof European transport infrastructure, including military mobility.

Throughout all actions, particular attention was paid to the social dimension of transport and tourism — notably passenger experience, safety, fair working conditions and the fight against transport poverty.

This Annual Activity Report outlines our main achievements in 2025 in line with the Commission’s Strategic Plan 2025–2029 and DG MOVE’s 2025 Management Plan. It also describes how the planned results were delivered, including the management of resources and the internal organisation of the Directorate-General.

For more information on the activities of DG MOVE, please visit our website: <https://ec.europa.eu/transport/>.

Magda Kopczyńska
Director-General of DG MOVE

DG MOVE IN BRIEF

Under the political guidance of Commissioner Apostolos Tzitzikostas, the **Directorate-General for Mobility and Transport** (DG MOVE) develops the European transport and mobility policy and is since February 2025 also responsible for tourism policy.



DG MOVE's work on transport is based on the Treaty on the Functioning of the European Union (TFEU), in particular Title VI on Transport and Title XVI on Trans-European Networks. DG MOVE develops EU transport policy; and monitors the implementation of EU law. It implements the Trans-European Transport Network (TEN-T) Regulation, co-finances infrastructure projects under the Connecting Europe Facility (CEF), and supports research and innovation projects under Horizon Europe.

DG MOVE promotes safe and sustainable transport policy also internationally, including through the work of several international organisations, in particular the International Civil Aviation Organization (ICAO) and the International Maritime Organization (IMO), and through bilateral and regional cooperation. The budget under the responsibility of the DG MOVE is implemented under both direct and indirect management.

DG MOVE spending provided support in 2025 to:

- The three decentralised agencies (EASA, ERA, EMSA) (38% of total payments in 2025)
- Research and innovation in the rail sector via the EU-Rail JU (9%)
- Modernisation of the European and global traffic management system via the SESAR 3 JU (22%)
- Contribution to CINEA's operating budget (16%)
- Procurements and other operational expenditure (10%)
- CEF-Transport programme, including Military Mobility (implemented by CINEA)
- Horizon Europe and Horizon 2020 (H2020) legacy on transport calls (implemented by CINEA)
- Legacy management of the CEF Debt Instrument (via EIB)
- Single Market Programme for the financing of tourism policies (implemented by EISMA)

On tourism, DG MOVE's work is based on Art. 195 TFEU to encourage a favourable environment for sustainable tourism development, promote cooperation between Member States and support competitiveness of EU tourism undertakings. Available spending programmes include cohesion funds, the Recovery and Resilience Facility (RRF), Single Market Programme, Digital Europe.

In its work, DG MOVE is assisted by the expert input from several European agencies: the EU Aviation Safety Agency (EASA), the European Maritime Safety Agency (EMSA), the EU Agency for Railways (ERA), the European Climate Infrastructure and Environment Executive Agency (CINEA), the European Innovation Council and SMEs Executive Agency (EISMEA) as well as the two Joint Undertakings (JUs): Single European Sky ATM Research 3 JU (SESAR 3) and the Europe's Rail (EU-Rail) JU. DG MOVE has also built a strong partnership with Eurocontrol and is represented on the management board of the Fuel Cells and Hydrogen Joint Undertaking. The CEF-Transport programme is implemented by CINEA, through grant support for CEF-transport projects related to the development of transport infrastructure, smart and sustainable mobility, military mobility and horizontal

priorities such as air traffic management. DG MOVE contributed to the RRF throughout 2025,

and remained involved in the CEF Debt Instruments, implemented through the European Investment Bank (EIB).

At year end, DG MOVE had 468 statutory staff and 196 non-statutory staff ⁽¹⁾. The College decided on the transfer of the staff working on tourism in DG GROW to DG MOVE with a date of effect of 1 February 2025. Total payments were EUR 467,407,062.87. DG MOVE is supported by the Shared Resources Directorate, shared with DG ENER and administratively assigned to DG MOVE.

⁽¹⁾ Status on 10 February 2026

EXECUTIVE SUMMARY

The annual activity report is a management report of the Director-General of DG MOVE to the College of Commissioners. Annual activity reports are the main instrument of management accountability within the Commission and constitute the basis on which the College takes political responsibility for the decisions it takes as well as for the coordinating, executive and management functions it exercises, as laid down in the Treaties ⁽²⁾.

A. Key results and progress towards achieving the Commission's general objectives and department's specific objectives

Considering the central role that transport and tourism play for the EU Single Market, DG MOVE's work in 2025 was guided by the competitiveness agenda. Ensuring adequate implementation, verifying that existing rules are fit-for-purpose and reducing administrative burden was of utmost importance: DG MOVE started implementing its multi-annual plan to **stress test the EU transport *acquis*** and prepared the **2025 Annual Progress Report on Simplification, Implementation and Enforcement** which was presented to the European Parliament by Commissioner Tzitzikostas on 2 December and to the Transport Council on 4 December. DG MOVE further supported the simplification of legislative proposals, for instance with the Automotive and Military Mobility packages. In addition, a work plan for **reality checks** was developed, with a first reality check workshop organised on simplifying the EU aviation safety *acquis*. DG MOVE contracted a comprehensive external study on the **reduction of administrative burden** stemming from EU transport legislation, with results expected at the end of 2026. DG MOVE further coordinated two **implementation dialogues** on high-speed rail and on sustainable aviation and maritime fuel production. In the broader context of the simplification and burden reduction work, DG MOVE also embarked on a critical exercise of screening upcoming **implementing acts and delegated acts**, flagging priority acts for 2025-2026.

DG MOVE delivered tangible outputs under each of the specific objectives as set out in its 2025 Management Plan, thus contributing to the Commission's general objectives. Examples include:

- **A new plan for Europe's sustainable prosperity and competitiveness**

In 2025, DG MOVE contributed to the strengthening of the **EU Single Market competitiveness** by advancing a modern, resilient and sustainable transport system and reinforcing Europe's industrial base. Progress on the Trans-European Transport network, **supported by CEF funding**, underpinned cross-border connectivity, efficient supply chains and economic cohesion. Moreover, targeted initiatives have been launched, also to boost the global position of key transport industries. The **High-Speed Rail Plan** and the **Sustainable Transport Investment Plan** supported innovation, clean and digital transitions and supply-chain resilience. DG MOVE's work on the **Automotive Industrial Action Plan, and**

⁽²⁾ [Article 17\(1\) of the Treaty on European Union.](#)

the Automotive Package, contributed to addressing the automotive sector's structural challenges and recognised the sector's strategic importance for the industrial capacity, economic resilience and employment. This included the **European Clean Transport Corridor initiative** to fast-track the deployment of heavy-duty vehicle charging hubs along key logistics corridors under the Competitiveness Coordination Tool of the Competitiveness Compass. With the objective of having a prosperous and competitive tourism eco-system, DG MOVE undertook preparatory work on the upcoming **EU Sustainable Tourism Strategy**, most notably by conducting stakeholder consultations.

- **A new era for European defence and security**

DG MOVE worked towards strengthening Europe's **defence readiness and security** and a resilient and secure transport system by removing barriers to military mobility and reinforcing the protection of critical transport infrastructure amidst emerging security threats. DG MOVE contributed to the White Paper on European Defence Readiness of March 2025, where military mobility is mentioned as one of the key critical areas. On this basis, DG MOVE developed jointly with DG DEFIS a Joint Communication on **Military Mobility** and a Regulation addressing key bottlenecks, enabling faster and more secure movement of troops and equipment across the EU. With regards to infrastructure, the budget of approximately EUR 1.7 billion under the **Connecting Europe Facility – Transport (CEF-T) 2021-2027** designated to **co-fund dual-use transport infrastructure** was spent out on 95 selected projects and is already showing results on the ground. One telling example of successfully completed actions in 2025 is a Lithuanian project addressing the adaptability to military mobility needs and increasing the dual-use capabilities in the Kaunas International Airport ⁽³⁾. DG MOVE also enhanced **transport security**, by strengthening aviation security requirements, conducting assessments of risks to overflight posed by conflict zones, and through its maritime and aviation security inspection regimes

- **Supporting people and strengthening our societies and our social models**

DG MOVE advanced the EU's safety, passenger rights and social agenda. Interinstitutional negotiations on the **road safety package** were completed and DG MOVE put forward a major legislative **package on roadworthiness**. DG MOVE also progressed with its preparatory work on upcoming initiatives to improve **passenger experience**, including proposals on multimodal ticketing, and cross-border car rentals, supporting accessibility, consumer protection and market efficiency. DG MOVE also contributed to advancing inter-institutional negotiations on the proposals on air passenger rights, as well as on enforcement of passenger rights across all modes, and multi-modal passenger rights. At the same time, DG MOVE reinforced the **social dimension of transport and tourism** with the adoption of a Commission recommendation addressing transport poverty in addition to continuing efforts on working conditions and job attractiveness. DG MOVE continued advocating for an inclusive and diverse transport system for both passengers and employees.

- **A global Europe: leveraging our power and partnerships**

With Russia's war of aggression against Ukraine raging on, DG MOVE continued to support Ukraine's transport sector and economy through the Solidarity Lanes, providing the necessary alternative transport routes for Ukrainian exports and imports. DG MOVE further strengthened the EU's **international partnerships** by deepening strategic transport and

⁽³⁾ [EU Funding & Tenders Portal | EU Funding & Tenders Portal](#)

tourism cooperation with neighbouring countries, key global partners and international organisations. Priority actions focused on preparing for future enlargement and continued engagement in the transport community. DG MOVE also promoted safety, sustainability, and a level playing field globally. Through active leadership in international fora, the EU positioned itself as a global rule-setter and reliable partner in transport and tourism.

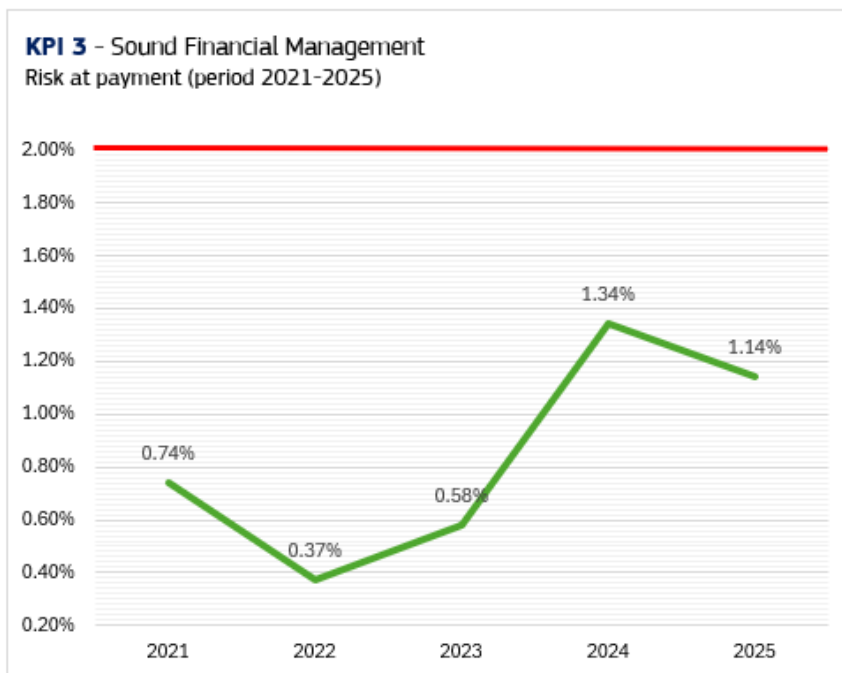
B. Key performance indicators

KPI 1	KPI Title	Baseline (2020)	2025	Interim milestone (2027)	Target (2029)
Specific objective 1.1 :A sustainable, resilient and modern transport system and flourishing industrial base, enabling efficient connectivity and underpinning prosperous and competitive Single Market					
1.1.1	Number of cross-border and missing links addressed by the Connecting Europe Facility (CEF)	0	62	70	77

KPI 2	KPI Title	Baseline (2024)	2025	Interim milestone (2027)	Target (2029)
Specific objective 3.1: Delivering a seamless, safe, accessible and inclusive transport system as well as socially responsible tourism services across the Union					
3.1.1	Number of Members of the "Women in Transport - Platform for Change"	32	33	1 additional member	4 additional members

Caption: The table features a colour-coded (left-right) bar system to visually represent the evolution of the indicator in comparison with the target. A green colour (bar on the right) indicates that the indicator is moving in the correct direction, whereas a red colour (bar on the left) suggests that the indicator needs to change course. For numerical indicators, the size of the bar also indicates proximity (distance) to the target.

Comments: DG MOVE chose 2020 as a baseline for the first KPI (1.1.1) because it refers to the last year of the previous Multiannual Financial Framework (MFF).



Caption: The visual element illustrates the evolution of the Risk at Payment (%) over the period 2021–2025. The average risk at payment in 2025 is 1.14%.

Comments: The increase of the indicator reflects the effective auditing of research expenditure managed by JUs. The residual error rate will however be reduced over time as audit results are implemented

C. Key conclusions on internal control and financial management

DG MOVE has systematically examined the available control results and indicators, including those from supervised entities to which it has entrusted budget implementation tasks, as well as the observations and recommendations issued by the internal auditor and the European Court of Auditors.

The transition in 2025 to the Commission's new accounting system, SUMMA, has required the adjustment to a new system and has impacted budget implementation tasks, processes and financial management activities, particularly during the first part of the year. This has required careful management to ensure the same data quality as in previous years.

All the above elements have been assessed to determine their impact on management's assurance about the achievement of the control objectives. Please refer for further details to section 2 on Internal Control and Financial Management.

In conclusion, management has reasonable assurance that, overall, suitable controls are in place and working as intended; risks are being appropriately monitored and mitigated. The Director-General, in his capacity as Authorising Officer by Delegation, has signed the Declaration of Assurance albeit qualified by a reservation concerning the risk of material errors in respect of Horizon Europe expenditure delegated under indirect management to Joint Undertakings.

In line with the Commission Internal Control Framework, DG MOVE has assessed its internal control system during the reporting year and has concluded that it is effective, and the components and principles are present and functioning as intended.

D. Provision of information to the Commissioner

In the context of the regular meetings during the year between the DG MOVE and the Commissioner on management matters, the main elements of this report and assurance declaration, including the reservation envisaged, have been brought to the attention of Commissioner Apostolos Tzitzikostas, responsible for Sustainable Transport and Tourism.

1. KEY RESULTS AND PROGRESS TOWARDS ACHIEVING THE COMMISSION'S GENERAL OBJECTIVES AND SPECIFIC OBJECTIVES OF THE DEPARTMENT

DG MOVE contributed to four Commission headline ambitions set out by President von der Leyen and reflected in the Strategic Plan 2025-2029. All key developments were accompanied by a coordinated set of external communication activities, focused on reaching relevant stakeholders and multipliers — including dissemination via social media channels, the DG MOVE website, targeted press actions, and dedicated communication materials.

The communication activities effectively increased public awareness and support for EU transport policies by showcasing their benefits through targeted campaigns. Additionally, they engaged stakeholders, media, and EU institutions, fostering strong collaboration and ensuring alignment with the key policy objectives for the year. Some of the most important communication activities included outreach activities around the Commission's high-speed rail plan, the EU's Military Mobility Package (including a journalist seminar), the automotive action plan and subsequent initiatives, the Sustainable Transport and Investment Plan, CEF transport call results, strategic stakeholder dialogues as well as a Youth Dialogue, Urban Mobility Days conference, European Mobility Week, and MOVE's annual campaign promoting EU passenger rights.

With a view to implement the criteria for a strengthened common control approach on the reliability of performance information on EU financial programmes, DG MOVE has put in place an assurance process based on the control framework and the procedures to identify possible significant weaknesses. No issues were identified.

General objective 1: A new plan for Europe's sustainable prosperity and competitiveness

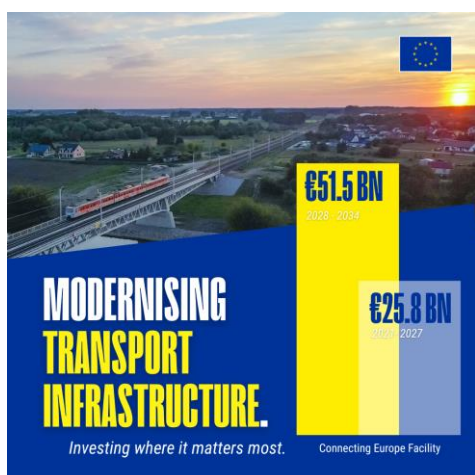
Specific objective 1.1: A sustainable, resilient and modern transport system and flourishing industrial base, enabling connectivity and underpinning prosperous and competitive Single Market

Transport is a **key enabler of EU competitiveness**, playing a central role in delivering the three transformational imperatives of the Competitiveness Compass—**green transition, digital transformation and economic security**—by strengthening connectivity and supporting a resilient, modern industrial base across the Single Market. Global energy and supply-chain crises have not only tested system resilience but also increased pressure on transport and tourism

operators and users, due to increasing operating costs and disruptions of logistics flows.

Against this operational background, the **completion of the TEN-T** core network by 2030 remained a priority for DG MOVE in 2025. DG MOVE continued the implementation of the TEN-T regulation. The newly appointed European TEN-T Coordinators have also drafted their first work plans. The adoption process in close coordination with Member States and all relevant stakeholders is planned for summer 2026. DG MOVE has also facilitated regional cooperation between Member States. For instance, a Memorandum of Understanding was signed by Bulgaria, Romania and Greece in December aiming to boost cross-border cooperation on transport infrastructure and signal a shared determination to accelerate the modernisation and interoperability of strategic rail, road and inland waterway links. The agreement established a Black Sea - Aegean Sea Corridor Platform, bringing together the three Member States' transport ministers to provide strategic guidance and political coordination for its implementation.

DG MOVE continued its work on the definition of **urban mobility** indicators and data collection methodology for all 431 urban nodes. DG MOVE further coordinated the implementation of urban mobility related requirements for TEN-T urban nodes.



Our priority projects were advanced by targeted funding, strategic infrastructure development and coordinated investment efforts. Under the **CEF 2021-2027** programme, EUR 2.8 billion were awarded. The calls for proposals had been oversubscribed, demonstrating a healthy pipeline of mature infrastructure projects that need support across Europe. DG MOVE also contributed to the Commission's proposals for the **next Multiannual Financial Framework**. For the CEF 2028-2034, a budget of EUR 81.4 billion was proposed, including EUR 51.5 billion for transport (of which EUR 17.5 billion for military mobility). The proposal was

welcomed by co-legislators, and the Council adopted a partial general approach supporting the proposal in December. DG MOVE, together with DG ENER, DG CNECT, CINEA and HADEA also started working on the **ex-post evaluation of the Connecting Europe Facility 2014-2020**, as well as **the interim evaluation of the Connecting Europe Facility 2021-2027**. In 2025 DG MOVE, together with DG RTD and other services also delivered the last **Horizon Europe** Work Programmes 2025 and 2026-2027. New research and innovation calls for transport were launched with the support of CINEA and the Joint Undertakings. MOVE continued contributing to the implementation of the **Recovery and Resilience Facility (RRF) and European Semester** by coordinating positions and providing input on transport and tourism-related measures.

Transport sustainability is vital to the competitiveness of the sector, with rail transport providing low-carbon, high-efficiency backbone connectivity and alternative fuels in maritime and aviation reducing emissions and enhancing energy security, future-proofing these sectors.

The Commission adopted a **Plan for an ambitious high-speed rail network** in Europe, taking a comprehensive approach to support infrastructure development, favourable conditions for the establishment of new rail services and a competitive and innovative rail supply industry. The plan – which was foreseen in the ‘Competitiveness Compass’ ⁽⁴⁾ – will strengthen the attractiveness of rail transport, including to the benefit of the European tourism sector. Commissioner Tzitzikostas also held an implementation dialogue on high-speed rail on 15 April in Brussels to seek feedback from the main stakeholders.



Implementation of key legislative initiatives such as the **Alternative Fuels Infrastructure Regulation, FuelEU Maritime and RefuelEU Aviation** regulations and of the **Clean Vehicles Directive** continued. The Commission supported Member states in this process, for instance with a Communication on the interpretation and implementation of certain legal provisions of the ReFuelEU Aviation Regulation ⁽⁵⁾ as well as a [guidance document on reporting](#). DG MOVE also assessed draft National Policy Frameworks ⁽⁶⁾ submitted by Member States under the Alternative Fuels Infrastructure Regulation and issued recommendations to 18 Member states. An implementation report is planned for end of 2026. As foreseen in the Competitiveness Compass and the 2025 Commission Work Programme, the Commission further adopted the **Sustainable Transport Investment Plan (STIP)**. This strategic framework is supporting the production and distribution for sustainable fuels for transport and the boosting recharging and refuelling capacities across the Union, contributing to the competitiveness of the European economy, while increasing our economic and energy security.

Building on the work of the **Renewable and Low-Carbon Fuels Value Chain Alliance**, DG MOVE also organised a dedicated implementation dialogue on 17 July in Brussels, focusing on the availability of alternative fuels for transport and preparing for the implementation of the Sustainable Transport Investment Plan. DG MOVE further organised an evaluation of project proposals submitted in mid-2025 under the **Alternative Fuels Infrastructure Facility (part of the CEF calls)**. They will support recharging and refuelling infrastructure for alternative fuels across Europe, in line with the requirements of Alternative Fuels Infrastructure Regulation. DG MOVE led efforts to further decarbonise maritime and aviation transport at global level,

⁽⁴⁾ Commission Communication ‘Competitiveness Compass for the EU’, January 2025.

⁽⁵⁾ OJ C/2025/1368, ELI: <http://data.europa.eu/eli/C/2025/1368/oj/>.

⁽⁶⁾ In 2024, the Commission provided guidelines for Member States on how to prepare draft National Policy Framework plans that Member States had to submit by 31 December 2024. By the end of 2025, 23 Member States had submitted their draft National Policy Frameworks. By the end of the year, the Commission issued recommendations to 18 Member States to improve their draft plans and submit their final National Policy Frameworks to the Commission in 2026.

through work in the **International Maritime Organization (IMO)** and the **International Civil Aviation Organization (ICAO)**. In April, an initial agreement was reached on the new 'Net-Zero Framework' – the IMO's landmark regulatory framework for reducing greenhouse gas emissions from international shipping, establishing a global level playing field for operators and significantly reducing emissions. However, following strained interactions in October, the final decision was postponed.

DG MOVE, together with DG GROW, also prepared an **Industrial Action Plan for the European automotive sector**, a critical sector for the EU in the clean and digital transition. The plan addresses priorities such as innovation and digitalisation, clean mobility, supply chain resilience, skills, a level playing field and competitive business environment. As announced in the plan, DG MOVE launched a **European Clean Transport Corridor initiative** to fast-track the deployment of heavy-duty vehicle charging hubs along key logistics corridors under the Competitiveness Coordination Tool of the Competitiveness Compass. With the support of DG MOVE, nine Member States signed a ministerial declaration along two pilot corridors, committing to joint roadmaps addressing grid access, permitting, digitalisation and financing. DG MOVE is also working with Member States to set up test beds for autonomous driving. DG MOVE also presented a Communication and a legislative proposal to promote **clean corporate vehicles** in Europe, aiming at a faster electrification and broadening the second-hand market for zero-emission vehicles. The Commission adopted its proposal to **exempt zero-emission heavy-duty vehicles from road charges** (tolls and vignettes), alleviating the high upfront investment cost of those vehicles. The Commission also presented, as part of the **Automotive Omnibus** proposal, simplification provisions in relation to the installation and use of the tachograph in certain vehicles. DG MOVE supported co-legislators in the inter-institutional negotiations on the **Weights and Dimensions Directive** which is crucial to meet EU decarbonisation goals.

DG MOVE, together with DG GROW also worked on the preparation of the **EU Industrial Maritime Strategy**, strengthening the competitiveness of the EU waterborne manufacturing and shipping sectors, supporting the uptake of high-tech, clean vessels and equipment, including dual use civilian-military assets and fostering innovation and digitalisation. The Strategy is to be adopted in March 2026.

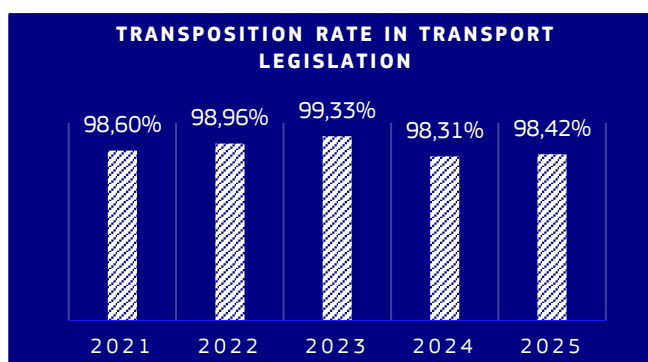
DG MOVE then also launched preparatory work on the **fitness check of the airport legal framework**, including the Slot Regulation, the Airport Charges Directive and the Ground-handling Services Directive. The ongoing fitness check will support the decision whether and to which extent to revise the current legislation. In addition to that, DG MOVE advanced work on an impact assessment with a view to **revise the Air Services Regulation** in 2026.

DG MOVE worked on several **implementation reports** detailing the function of the transport market, such as on the Single European Railways Area Directive ⁽⁷⁾, the development of the rail

(7) Report from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions on the implementation of Directive 2012/34/EU as amended by Directive (EU) 2016/2370, 8 July 2025 (eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:52025DC0368)

market ⁽⁸⁾, the Rail interoperability Directive, and of the Port Services Regulation. DG MOVE also put forward **interpretative guidelines concerning the setting up of charges for the use of railway infrastructure**. These guidelines help national authorities and rail infrastructure managers to apply the existing regulatory framework in a consistent way. In addition, DG MOVE engaged with all stakeholders and Member States on the effective implementation of the **Single European Sky Regulation** with a view to strengthen the European air traffic management network. DG MOVE continued the **implementation of the measures announced in the Inland Waterway Transport Action Plan for 2021-2027** (NAIADES III). Preparatory work started on the analysis of crewing requirements and electronic tools for inland waterway vessels as well as studies and pilot projects on greening EU inland ports and a study on EU Space Data for automated vessels on European inland waterways. DG MOVE finalised the **fitness checks on market access in inland waterway transport**. In 2025, DG MOVE finalised the evaluation of the work of the **European Union Agency for Railways** on rail policy and issuing authorisations and will analyse whether there is a need to review the Agency's mandate. DG MOVE presented a progress report on the implementation of the **European Declaration on Cycling** to promote active mobility.

DG MOVE remained active in the monitoring of the implementation of the EU transport *acquis* and stepped-up the enforcement and information about the **Land Public Service Obligation Regulation** and of its 2023 Interpretative Guidelines. DG MOVE actively engaged with Member States in **pre-infringement dialogues** and



managed **formal infringement proceedings**, including several Court referrals. A key example concerns a case against the Netherlands concerning its failure to comply with EU rules on competitive award of rules for rail public transport contracts. Court referrals were also adopted against Germany, Hungary and Austria for having breached the EU exclusive external competence by taking a position during the 96th Danube Commission's plenary meeting, in the absence of an EU position and without prior authorisation to act on behalf of the EU. Moreover, in terms of key enforcement actions, DG MOVE handled non-communication infringement cases for the revised Eurovignette Directive. Court referrals were adopted against four Member States (Bulgaria, Greece, Poland and Italy), together with a request for financial sanctions, for their failure to fully transpose and to notify to the Commission the national transposition measures for the said Directive.

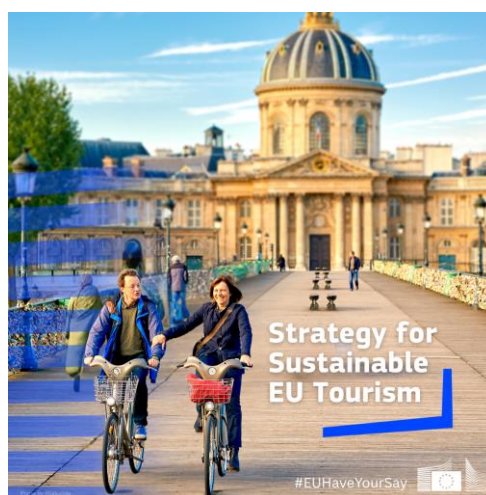
DG MOVE supported the conclusion of the interinstitutional negotiations on the **railway infrastructure capacity use** proposal, on the **revision of Directive 2005/44/EC on River Information Services (RIS)**, increasing efficiencies in the rail and inland waterway markets and on the **CountEmissionsEU** proposal.

⁽⁸⁾ Ninth monitoring report on the development of the rail market under Article 15(4) of Directive 2012/34/EU of the European Parliament and of the Council, 30 July 2025(RMMS - [49ed336c-86ea-461c-b20c-1397fab497f5_en](#))

DG MOVE also continued implementing the **electronic freight transport information (eFTI) Regulation** ⁽⁹⁾ and **European Maritime Single Window environment (EMSW) regulations** ⁽¹⁰⁾ to increase efficiencies, reduce administrative burdens and streamline the exchange of information between operators and authorities. DG MOVE supported the deployment of the **common European mobility data space (EMDS)** initiative with a focus on data-sharing use-cases linked to traffic data and urban mobility. Work proceeded with the deployment of the Interlinking layer ⁽¹¹⁾, a core component of the EMDS that will facilitate the discovery and access of data from EU mobility and transport ecosystems. DG MOVE also worked on implementing the **Intelligent Transport Systems (ITS) working programme 2024-2028**, including through EU specifications for cooperative ITS, the development of multimodal access nodes identifiers, the identification of new actions on traffic and incident management services and the revision of the EU specifications for road safety related minimum universal traffic information.

Specific objective 1.2: A prosperous and competitive tourism eco-system that develops sustainably in Europe, respecting our heritage, creating opportunities for local businesses and quality employment

Supporting the **competitiveness as well as the green and digital transition of the EU tourism sector** was an important aspect of DG MOVE's work in 2025. DG MOVE promoted Europe as a destination for third country visitors and encouraged the exchange of best practices among tourism stakeholders. DG MOVE prepared a report on the implementation of the **European Tourism Agenda 2030** and also published a second stocktaking report on the implementation of the Transition Pathway for Tourism. 2025 was also marked by the launch of the preparatory work for a new **comprehensive EU Sustainable Tourism Strategy** to be presented in 2026. This Strategy will seek to address a range of issues, including climate change and sustainability, digital innovation, balanced tourist flows, and diversification of destinations.



Several other actions including, in particular those listed under specific objective 3, also contribute to boosting and modernising the EU's tourism. These included for instance advancing interinstitutional negotiations on the pending proposals on passenger rights.

⁽⁹⁾ Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information, OJ L 249/33, 31.7.2020, <http://data.europa.eu/eli/reg/2020/1056/oj>.

⁽¹⁰⁾ Regulation (EU) 2019/1239 of the European Parliament and of the Council of 20 June 2019 establishing a European Maritime Single Window environment and repealing Directive 2010/65/EU, OJ L 198/64, 25.7.2019, <http://data.europa.eu/eli/reg/2019/1239/oj>.

⁽¹¹⁾ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=COM%3A2023%3A751%3AFIN>

General objective 2: A new era for European defence and security

Specific objective 2.1: A resilient and secure transport system that facilitates seamless military mobility and adequately addresses emerging security threats

Transport contributes decisively to **European defence and security** by reinforcing strategic resilience, supporting preparedness, and ensuring the conditions for effective military mobility in an increasingly complex security environment.



In line with the White Paper on Defence, DG MOVE developed together with DG DEFIS and the EEAS, a **Joint Communication on Military Mobility**, setting out the actions to enhance the swift and secure movement of military personnel and equipment across the EU, addressing regulatory, infrastructure and capability barriers. A **Regulation** establishing a comprehensive framework to facilitate military transport across the EU, touching upon **removing bureaucratic obstacles**, harmonising cross-border permissions and ensuring that infrastructure is resilient and ready for military use, was also adopted. The

needs across several policy areas were assessed to identify both new measures and targeted amendments to existing EU legislation, with a view to simplifying administrative procedures and processes, underpinning the movements of armed forces and military equipment in Europe. On transport, this included stress testing and simplification of emergency transport procedures, cabotage and priority access rules.

Europe's security is also measured in the efficiency of our authorities to prevent, identify and eliminate **security threats in our ports, airports and land infrastructures**. To this end, DG MOVE continued robust implementation of its maritime and aviation security inspection programmes. Building on the EU Ports Alliance against organised crime and drug trafficking, DG MOVE finalised stakeholder consultations and continued the preparation of the **EU Ports Strategy**, exploring ways to further strengthen maritime security legislation to effectively address emerging threats, secure ports, and enhance EU supply chain security. The Strategy will also have a strong focus on enhancing the competitiveness of EU ports and will therefore contribute to specific objective 1.1. It will be adopted in the first quarter of 2026.

DG MOVE contributes to EU efforts addressing the **shadow fleet** by strengthening maritime safety enforcement, supporting sanctions implementation, and cooperating with EMSA and Member States to improve transparency and compliance in shipping operations.

DG MOVE also adjusted **aviation security requirements** to strengthen the air cargo supply chain and enhance information sharing on aviation security occurrences. It closely monitored risks to flights over conflict zones in co-operation with Member States and EASA. General objective 3: Supporting people and strengthening our societies and our social models

Specific objective 3.1: Delivering a seamless, safe, accessible and inclusive transport system as well as socially responsible tourism services across the Union

In 2025, work has also progressed on actions announced in the **EU Road Safety Policy Framework 2021-2030** and in the Strategic Action Plan on **Road Safety and the 2020 Sustainable and Smart Mobility Strategy**. The interinstitutional discussions and negotiations on the three legislative proposals of the **road safety package** ⁽¹²⁾ were finalised in 2025 with the support of DG MOVE. The Commission also adopted the **roadworthiness package** ⁽¹³⁾ aimed at removing unsafe and excessively polluting vehicles from EU roads, enhancing free movement and protecting citizens from vehicle-related fraud. DG MOVE also worked on the **mid-term report on progress towards Vision Zero** and on preparing the adoption of the progress report on the implementation of the road safety policy framework (later in 2026).

Completing the review of the EU maritime safety *acquis*, DG MOVE progressed on the evaluation of the **fishing vessels safety directive**, which will be completed in 2026. DG MOVE also facilitated the finalisation of negotiations on the proposal for a **European Maritime Safety Agency mandate** ⁽¹⁴⁾. DG MOVE organised a first reality check workshop with the aim to **simplify the EU's aviation safety acquis** jointly with EASA.

DG MOVE also continued working on a package of proposals to make it easier for passengers to **find, compare and book multimodal tickets**, while improving their passenger rights during rail journeys involving several railway operators. DG MOVE also contributed to advancing inter-institutional negotiations on the proposals on air **passenger rights** as well as the proposals on enforcement of passenger rights across all modes, and multi-modal passenger rights. DG MOVE launched the preparation of an implementation report on rail passenger rights ⁽¹⁵⁾ and published a [fact-finding](#) study related to passenger rights for bus and coach. DG MOVE started the development of an IT tool aimed at improving the enforcement and monitoring of passenger rights.

DG MOVE also worked towards the preparation of a legislative proposal on **cross-border car rentals**, in view of an adoption by the Commission in 2026. The aim is to strengthen the single

⁽¹²⁾ Directive (EU) 2025/2205 on driving licences, amending Regulation (EU) 2018/1724 and Directive (EU) 2022/2561, and repealing Directive 2006/126/EC and Commission Regulation (EU) No 383/201; Directive (EU) 2025/2206 of the European Parliament and of the Council of 22 October 2025 amending Directive (EU) 2025/2205 as regards certain driving disqualifications

⁽¹³⁾ Proposal for a Directive amending Directive 2014/45/EU on periodic roadworthiness tests for motor vehicles and their trailers and Directive 2014/47/EU on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union; Proposal for Directive on the registration documents for vehicles and vehicle registration data recorded in national vehicle registers and repealing Council Directive 1999/37/EC

⁽¹⁴⁾ Proposal for a Regulation of the European Parliament and of the Council on the European Maritime Safety Agency and repealing Regulation (EC) No 1406/2002

⁽¹⁵⁾ Article 39 Regulation 2021/782 on rail passengers' rights and obligations obliges the Commission to present such a report to the European Parliament and the Council by 7 June 2026.

market, bringing more affordable transport to EU citizens, promoting tourism in Europe, and increasing the competitiveness of the car renting industry.

In 2025, DG MOVE continued preparing the **revision of the train drivers Directive**, aimed at increasing the professional attractiveness of the rail sector and providing harmonised and reliable common principles for training and certifying train drivers in line with the sector digital and technical progress. DG MOVE also continued to conduct stress testing of railway legislation and finalised the **evaluation of the ERA Regulation**. Building on the evaluation, DG MOVE has launched its analysis on how to support ERA's extensive work on rail safety, rail digitalisation and their management of the elimination of national rules within a revised legal framework. The adoption of a respective Commission proposal is scheduled for end of 2026, updating the tasks of the agency to the EU rail sector's future needs.

Contributing to Commission's efforts to ensure a fair transition towards climate neutrality, DG MOVE prepared and delivered a Commission recommendation on addressing and preventing transport poverty. It is supporting Member States in the development of their national Social Climate Plans, aimed at alleviating the social and economic impact from pricing carbon



emissions from buildings and road transport. Moreover, the theme for the **2025 European Mobility Week** campaign was 'Mobility for Everyone'. The event showcased the role of cities supporting a society where transport services are available, accessible, affordable, inclusive, and safe. DG MOVE continued its stakeholder engagement, including the **Women in Transport** and the **Network of Ambassadors for**

#DiversityInTransport. In autumn, DG MOVE organised a conference with young people on the attractiveness of transport jobs in the EU.

DG MOVE presented a report on the **availability of suitable rest facilities for drivers**, and on the development of **Safe and Secure Parking Areas**. Such parking areas are essential for the wellbeing of transport workers and the security of freight transport.

General objective 6: A global Europe: leveraging our power and partnerships

Specific objective 6.1: Strengthened bilateral and multilateral transport and tourism relations and better international connectivity, also supporting future enlargements

Europe, Eastern Partnership and Southern Neighbourhood

DG MOVE continued to support Ukraine through the **EU-Ukraine Solidarity Lanes**, ensuring the unhindered movement of goods. The Solidarity Lanes are crucial for Ukrainian imports and

the export of non-agricultural goods ⁽¹⁶⁾. In 2025, the UA Black Sea area remained geopolitically volatile, with intensified Russian attacks on Ukrainian Black Sea and Danube ports infrastructure ⁽¹⁷⁾. This reinforces the important contingency role of the Solidarity Lanes, including for Ukrainian agricultural exports. At the same time, the Solidarity Lanes also provide the basis for longer-term connectivity between Ukraine and the EU and will play a key role for Ukraine's reconstruction and integration into the EU single market. In 2025, DG MOVE coordinated actions focussing on investments in transport infrastructure connecting to the EU and on facilitating economic exchanges with Ukraine and Moldova. In accordance with the proposals from DG MOVE, the **road transport agreements with Ukraine and Moldova** were prolonged until 31 March 2027. These agreements aim to facilitate their exports and imports by road to/from the EU. The Commission monitored the implementation of the road transport agreement with Ukraine throughout the year in accordance with the provisions adopted in 2024 strengthening its implementation and enforcement. DG MOVE also continued its work on **restrictive measures in the transport sector against the Russian Federation and Belarus**, contributing to the 17th, 18th and planned 20th sanctions packages. DG MOVE and EASA also continued to support the Ukrainian air transport and help Ukrainian aviation authorities maintain their safety oversight capacity, despite the closure of their air space.

DG MOVE continued engaging with candidates' countries through the **Transport Community Treaty (TCT)** ⁽¹⁸⁾ and the **European Common Aviation Area (ECAA)** ⁽¹⁹⁾. In 2025, DG MOVE proposed to the Council a revision of the Transport Community Treaty. The proposal was adopted by the Council, paving the way for a future review of the treaty, notably to allow for Ukraine and Moldova's future accession. DG MOVE also contributed to the Commission's **enlargement** work, paying particular attention to Ukraine's and Moldova's reform agendas. Given the goal to provisionally close negotiations with Montenegro on transport-related chapters early 2026, DG MOVE supported the country in meeting the closing benchmarks.

Moreover, the Commission monitored the implementation of transport agreements with third countries such as the **Interbus Agreement** on the occasional carriage of passengers by coach and buses and of its **Protocol** on the regular carriage ⁽²⁰⁾. In 2025, three more countries (Albania, the United Kingdom and Ukraine) ratified the Protocol.

In the **Eastern partnership**, DG MOVE supported Black Sea connectivity, building on the Black Sea strategy, including through ENEST-funded actions ⁽²¹⁾. DG MOVE continued its engagement with the South Caucasus across all modes, by promoting the alignment with the EU *acquis*

⁽¹⁶⁾ According to Ukrainian customs registers on products that received customs clearance, in 2025, 77% of total Ukrainian imports and 57% of total exports of non-agricultural goods went to/left Ukraine via the Solidarity Lanes.

⁽¹⁷⁾ According to Ukrainian Deputy Prime Minister for Restoration, Oleksii Kuleba in 2025, Russia has carried out 90 combined strikes on Ukraine's port infrastructure, [Telegram: View @OleksiiKuleba](https://t.me/OleksiiKuleba)

⁽¹⁸⁾ OJ L 278, 27.10. 2017, p.3, ELI: http://data.europa.eu/eli/agree_internation/2017/1937/oj

⁽¹⁹⁾ OJ L 285, 16.10.2006, p.3, <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L:2006:285:TOC>

⁽²⁰⁾ The EU is a Contracting Party to the Interbus Agreement and its Protocol along with several non-EU countries.

⁽²¹⁾ <https://www.emsa.europa.eu/neighbours/bcsea2.html>

bilaterally, notably through the implementation of the EU Common Aviation Area Agreements with Moldova, Armenia and Georgia in the aviation sector, as well as within the regional framework of the Eastern Partnership.

In the **Southern Neighbourhood**, DG MOVE continued implementing the Union for the Mediterranean Regional Transport Action Plan ⁽²²⁾, with focus on actions for a safe, secure, sustainable, efficient and connected transport network.

DG MOVE continued working on the implementation of the EU-**UK** Trade and Cooperation Agreement, as well as the Land and the Air Transport Agreements with **Switzerland**. DG MOVE also continued working on the implementation of the transport parts of the **EEA** Agreement with Norway, Iceland and Liechtenstein.

DG MOVE maintained **maritime transport dialogues**, including with important trading partners such as Norway.

Asia-Africa-America

DG MOVE coordinated the EU's sectoral transport engagement with **China**, aiming at protecting the EU's interests and seeking reciprocity and a level playing field. DG MOVE also contributed to reinforce the EU's strategic partnership with **India** in view of the EU-India Summit in 2026.

DG MOVE worked towards enhancing transport relations with the **African Union**, particularly in the frameworks of the EU-AU Summit and the first Clean Trade and Investment Partnership with South Africa, notably focusing its efforts on the promotion of sustainable transport fuels in aviation and maritime sectors.

DG MOVE continued its cooperation with the **United States** centred around safety and security, and on implementing the EU-US Air Transport Agreement.

The work also continued in the implementation of other EU **comprehensive air transport agreements (CATA's)** with key partners such as Canada, Qatar or ASEAN. The Horizontal Aviation Agreement with Bangladesh entered into force, and the negotiations for a similar Horizontal Agreement with Kazakhstan were concluded. In parallel, DG MOVE resumed negotiations on a Horizontal Aviation Agreement respectively with South Africa and with Peru.

International organisations

DG MOVE continued leading the work at the **IMO** to develop policy, measures and standards on safety, security and social and environmental sustainability of shipping. Apart from working on measures to reduce greenhouse gas emissions, the focus was also on enhancing the safety of alternative fuels, the review of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, and the scoping exercise for substandard shipping. DG MOVE also worked towards a proposal for a Regulation to establish a clear framework for Member States' **bilateral maritime transport agreements with third countries**. Following the CJEU's 2017 Singapore Opinion ⁽²³⁾, confirming the EU's exclusive

⁽²²⁾ https://ufmsecretariat.org/wp-content/uploads/2023/02/RTAP_2021-2027_EN.pdf

⁽²³⁾ Opinion 2/15 of the Court of Justice of the European Union, delivered on 16 May 2017, [InfoCuria - Court of Justice of the European Union](#).

competence in this area, DG MOVE is preparing a legislative initiative aimed at validating Member States' existing **international maritime transport agreements** under EU law and establishing a structured empowerment mechanism for future agreements.

At the 42nd **ICAO** Assembly DG MOVE helped formalise the adoption of the ICAO Global Framework for Sustainable Aviation Fuels (SAF) to reduce emissions from international aviation at 5% by 2030. The Assembly also reaffirmed the role of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).

DG MOVE also represented the EU at the General Assembly of the Intergovernmental **Organisation for International Carriage by Rail (OTIF)**. In the **United Nations Economic Commission for Europe (UNECE)**, DG MOVE tabled a proposal to modernise the European **Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR)** and to align it with the rules on driving times and rest periods applicable to drivers in the EU. In the inland waterways transport sector, the EU continued its close cooperation with **the UNECE, the European committee for drawing up standards in the field of inland navigation, the Central Commission for Navigation of the Rhine and the Danube Commission**, on various topics related to standards and safety.

DG MOVE also continued to play an active role in the newly established **G7** Working Group on Resilient Supply Chains, focusing on digital innovation & infrastructure, disruption & crisis management and clean transportation. DG MOVE also participated in the **G20** Tourism Ministerial in South Africa. DG MOVE continued driving external projects across in line with the **Global Gateway**, aiming to enhance the safety, security and sustainability of third countries' transport systems.

2. INTERNAL CONTROL AND FINANCIAL MANAGEMENT

Management monitors the functioning of the internal control systems on a continuous basis and carries out an objective assessment of their efficiency and effectiveness. In annex 7, there is a list and details of the reports that have been considered. The results of the above assessment are explicitly documented and reported to the Director-General.

2.1. Control results

Management uses control results to support its assurance and reach a conclusion about the cost-effectiveness of those controls, meaning whether the right balance between the following elements is achieved:

- **Effectiveness** The level of error found, based on the controls carried out.
- **Efficiency** The average time taken to inform or pay.
- **Economy** The proportionality between the costs of controls and the funds managed.

2.1.1. Overview of the budget and relevant control systems (RCS)

DG MOVE's assurance building and materiality criteria are outlined in Annex 5, whilst Annex 6 describes the main risks together with the control processes to mitigate them and the indicators used to measure the performance of the relevant control systems (RCS).

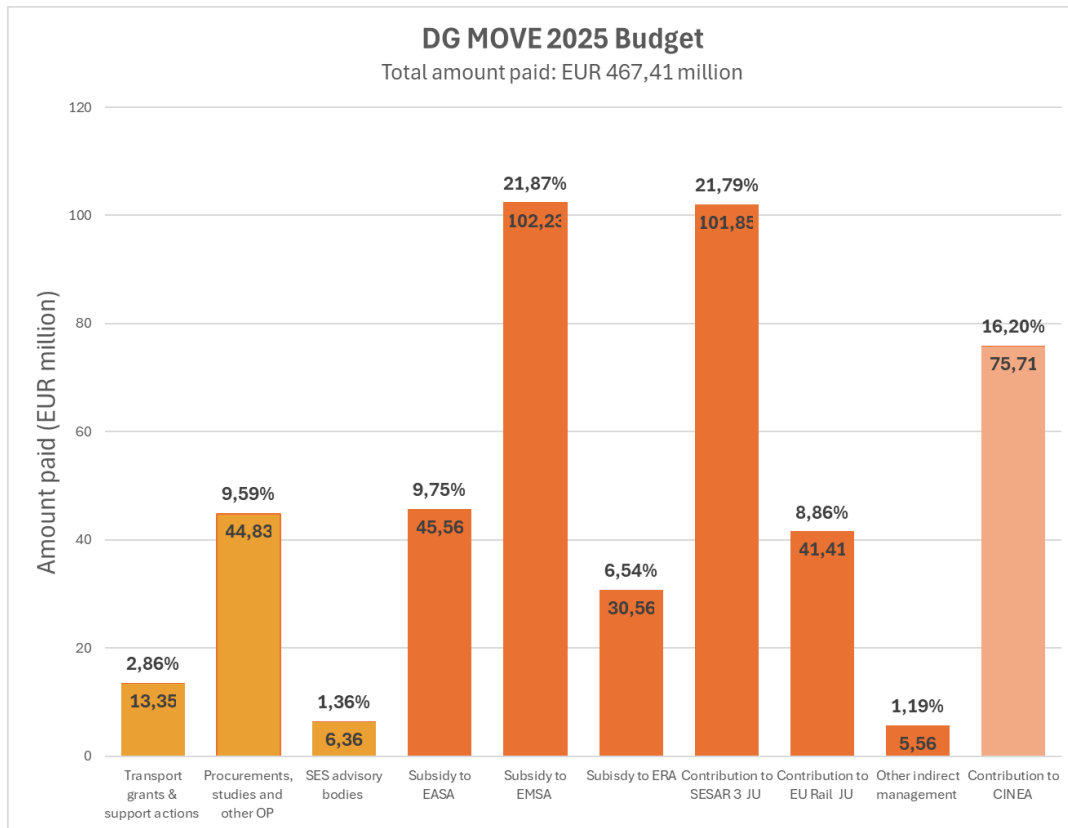
The systematic analysis of the available evidence provides sufficient guarantees as to the completeness and reliability of the information reported and results in the full coverage of the budget delegated to the Director-General of DG MOVE.

The **total payments of DG MOVE in 2025** amount to EUR 467.41 million. In 2025, DG MOVE achieved 97% execution of its **payment appropriations**. DG MOVE furthermore implemented 98% of its **commitment appropriations** (EUR 530.50 million). As in the past few years, DG MOVE's main budget management mode for the year was indirect management.

- **Under direct management (13.81% of the expenditure)**: DG MOVE principally manages procurements, described in detail in Annex 6, RCS 3, which also covers the payments to JRC under an administrative agreement as well as the Single European Sky (SES) Advisory bodies. DG MOVE has no exposure to Research grants (Horizon 2020 and Horizon Europe) ⁽²⁴⁾ (RCS 1) and limited exposure to transport and tourism grants (prerogative) and CEF support actions (RCS 2); and

⁽²⁴⁾ No payments made in 2025.

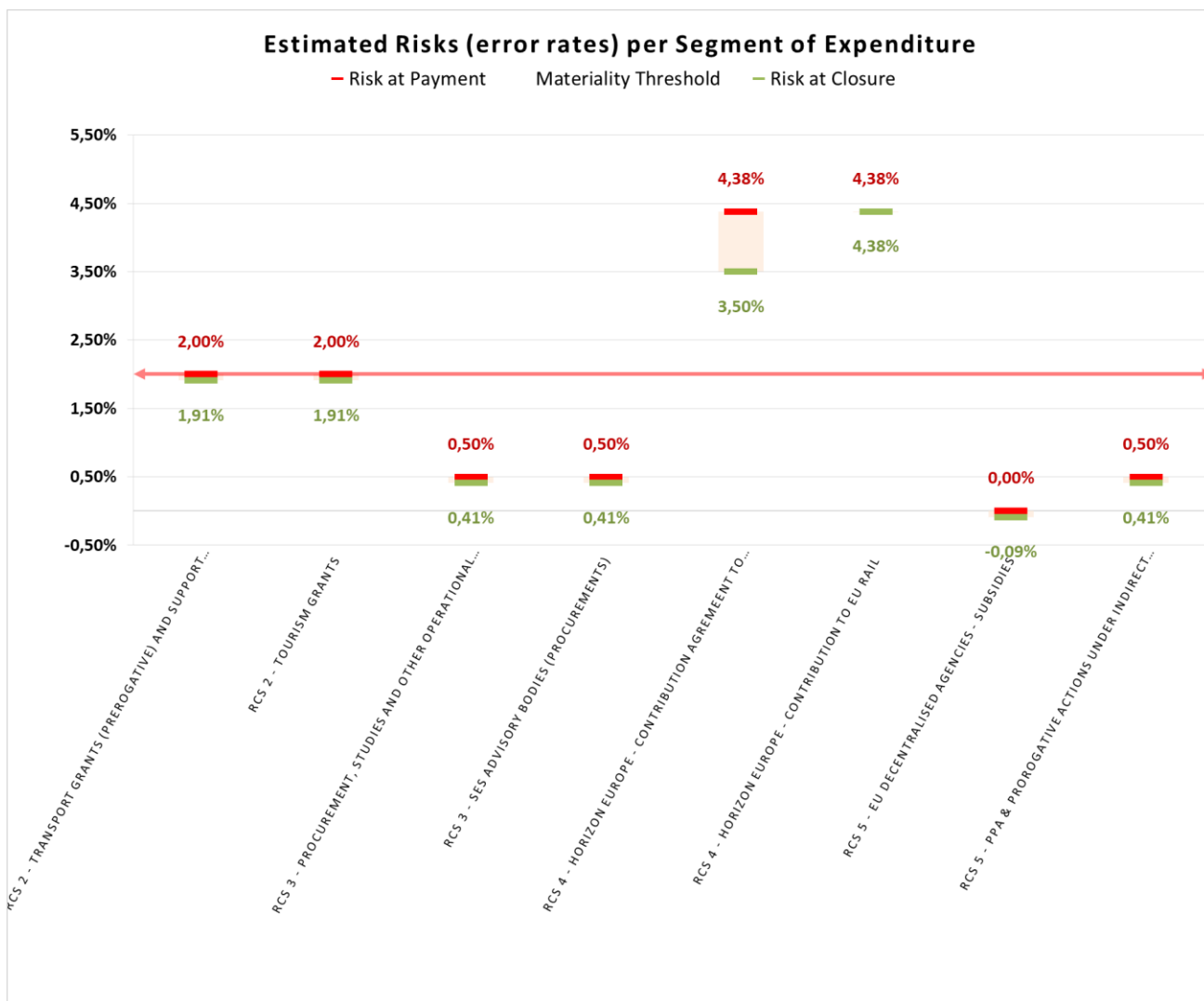
- **Under indirect management & direct management by other services (86.19% of the expenditure):** DG MOVE delegates the operating budget of the executive agency CINEA (RCS 6) and under indirect management entrusts tasks to Joint Undertakings (RCS 4) and Decentralised Agencies (RCS 5).
- **Non-expenditure items** (off-balance sheets items and guarantees) are covered by RCS 7.



2.1.2. Effectiveness of controls

a) Assessment of control results per segment of expenditure

DG MOVE has established a system of **internal controls and checks**, aiming to ensure sound financial management and to build reasonable assurance on the legality and regularity of all financial transactions it is responsible for. These controls are embedded in the roles and responsibilities of the different actors as per **DG MOVE's Control Strategy**. The main indicators are the residual error rate, the risk at closure and the financial performance of the funds, which takes into account the multiannual character of programmes and the nature of the payments concerned.



Control objective

The overall control objective is to ensure that risks relating to the legality and regularity of the underlying transactions are adequately managed. The main indicator, the **residual error rate** affecting the relevant expenditure of 2025, remains below 2%. For expenditure under indirect management (RCS 4 & 5) as well as for the budgetary support to CINEA (RCS 6), the control objective is to obtain the necessary assurance as regards the legality and regularity and performance of the operations managed by the entrusted entities ⁽²⁵⁾. Further details on DG MOVE's assurance building and materiality criteria are outlined in Annex 5.

Assessment of the control results

DG MOVE's Control Strategy comprises all control activities applicable to the operational and financial implementation of its spending programmes.

DG MOVE's portfolio mainly consists of segments with a low risk profile (procurements, administrative agreements, support to International Institutions) thanks to their management

⁽²⁵⁾ The Director of CINEA and the Executive Directors of ERA, EASA, EMSA, SESAR 3 JU and EU-Rail EU sign their respective AAR and CAARs and have the full responsibility for the assurance given in respect of their entities.

mode, the nature of the beneficiaries and the performance of the related control systems. The total relevant expenditure decreased from EUR 558 million in 2024 to EUR 310 million in 2025.

Regarding the **directly managed actions**, the ex-ante controls put in place by DG MOVE contributed to the achievement of the policy and operational objectives and provided an assurance that the projects are running adequately. The ex-post controls on segments involving grants had a positive deterrent effect, fostering system improvements and a better compliance.

Regarding **transport grants** (prerogative), **support actions** and **tourism grants** (CEF) (RCS 2), DG MOVE used conservative estimated error rates of 1% to 2%. Regarding procurements and other operational expenditure (RCS 3), payments are made in accordance with contractual provisions and therefore at low risk of error. DG MOVE uses a conservative error rate of 0.5%.

Regarding **indirect management**, the key elements considered for the assurance are the delegation of expenditure to the two **JUs (SESAR 3 JU and EU-Rail JU)**, the subsidy paid to the Decentralised Agencies (EMSA, ERA and EASA) and the executive agency CINEA. The reports received from these entities provide the necessary assurance. The control objective in this respect is considered fulfilled.

DG MOVE is the lead parent DG for the **CINEA**. The supervision was effective, and the controls performed to the monitoring of the agency and the steering of its governance provided DG MOVE with a reasonable assurance that the Agency implemented effectively the programmes, protected the financial interests of the EU and that there are no particular issues, events or problems that could have a material impact on the assurance. DG MOVE confirms the effective fulfilment by CINEA of the implementation of the Transport programmes delegated to it ⁽²⁶⁾.

DG MOVE ensures the supervision of the **EMSA, EASA and ERA decentralised agencies**. As regards the subsidies paid (RCS 5), DG MOVE used a 0% error rate. However, for the specific contributions that relate to pilot project & preparatory actions delegated to the agencies, DG MOVE used a conservative error rate of 0.5%. The three agencies carried out their work in 2025 in full alignment with agreed objectives of the Commission. The regular monitoring and supervision activities on these decentralised agencies did not identify any particular issue that could have a material impact on the assurance. Reports from both external and internal auditors did not highlight any major issue that might raise additional concerns for DG MOVE. Overall, DG MOVE considers that its supervision of these decentralised agencies is effective and appropriate and is therefore in the position to give assurance as to its activities in this respect ⁽²⁷⁾.

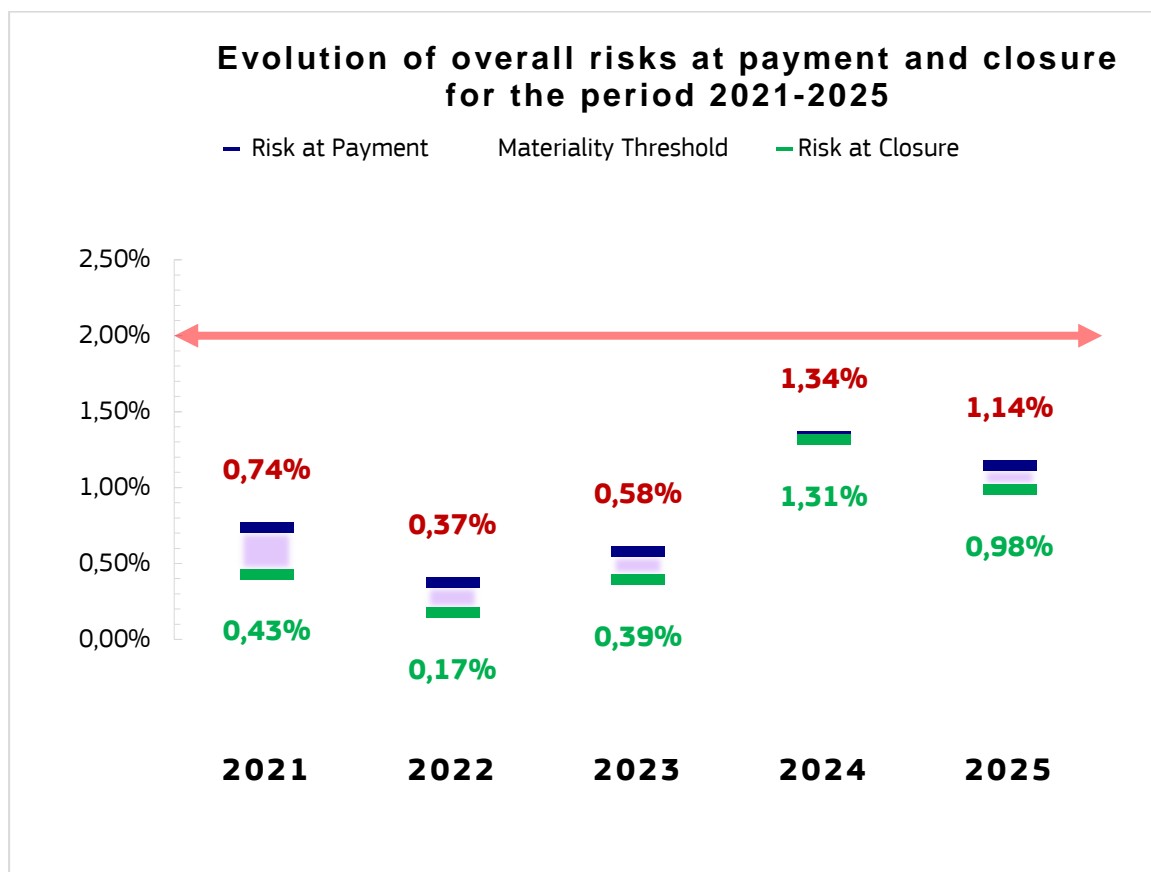
DG MOVE assessment of legality and regularity for the **Horizon Europe programme** implemented through the SESAR 3 JU and EU-Rail JU (RCS 4) shows a level of detected error which appears to be "persistently high" in terms of potential financial impact (exposure), as the specific residual error rates for the two JUs are respectively of 3.5% and 4.38%. The implementation of the audit results and extension of audit findings over time will tend to lower the cumulative residual error rate. DG MOVE's involvement in the governance of these JUs through the Commission participation did not identify any other events, issues or problems which could have a material impact on assurance. Although the Research and Innovation family

⁽²⁶⁾ See CINEA's AAR and Annex 7 of DG MOVE AAR for further details on the agency performance.

⁽²⁷⁾ See DG MOVE AAR Annex 7 and Annex 13 for further details.

of DGs established an action plan to address some causes of errors, a reservation is issued for indirectly managed Horizon Europe grants as the cumulative residual error rate is, at the end of 2025, above the 2% materiality threshold. The reservation is addressed in annex 9.

b) Estimation of the overall risk at payment and risk at closure



The estimated overall **risk at payment** for 2025 expenditure is the AOD's best conservative estimate of the amount of relevant expenditure during the year that is not in conformity with the contractual and regulatory provisions applicable at the time the payment was made. A proportion of the underlying errors will be corrected in subsequent years and until the end of the programming cycle, corresponding to the conservatively estimated future corrections for 2025 expenditure. The difference between the risk at payment and the estimated future corrections results in the estimated overall **risk at closure** ⁽²⁸⁾.

There is an increasing trend since 2021 mainly due to the shift from mature programmes (CEF, Horizon 2020) that benefited from a better audit and corrective coverage over time to newer programmes (CEF2, Horizon Europe) that face higher error rates at their start whereas corrective actions can only yield results over time.

⁽²⁸⁾ This is the AOD's best, conservative estimation of the expenditure authorised during the year that would remain not in conformity of applicable regulatory and contractual provisions by the end of implementation of the programme.

For an overview at Commission level, the departments' estimated overall risk at payment, estimated future corrections and risk at closure are consolidated in the AMPR.

c) Quantitative benefits of controls: Preventive and corrective measures

DG MOVE continued to perform **ex-ante controls** and **ex-post controls** as an effective mechanism for detecting and correcting errors.

In 2025, due to the transition to SUMMA, only preventive measures exceeding EUR 500,000 are reported. All corrections made by DG MOVE fall below this threshold and therefore are outside the reporting scope.

Ex post controls resulted in corrective measures of EUR 0.15 million.

d) Assessment of control results for non-expenditure items

Non-expenditure items are, for DG MOVE, limited to **contingent liabilities**. These elements correspond to the guarantees given in the framework of the CEF Debt Instrument (see RCS 7). The control objective is to ensure the protection of the interest of the EU through alignment of priorities and safeguarding of the funds committed as guarantees. These guarantees decreased in 2025 to EUR 598.15 million following call for the first loss piece by the EIB. The report received from the EIB regarding the DG MOVE share in the CEF Debt Instrument indicates a positive economic result amounting to EUR 17.72 million.

e) Fraud: prevention, detection, and correction

DG MOVE has developed and implemented its own **antifraud strategy** since 2012, based on the methodology provided by OLAF. The action plan is updated every 2-3 years and was last **updated in 2024** following a fraud risk assessment. Its implementation is being monitored and reported to the management through the Control Board meetings 3 times a year (March, June and November). All **necessary actions** have been implemented except for one ongoing specific risk screening exercise expected to be completed early 2026 in order to take into account the outcome of financial audits still pending at year end.

Corrective measures based on OLAF recommendations are reported on in the context of annual monitoring exercises conducted by OLAF, in accordance with Article 11 of Regulation 883/2013 ⁽²⁹⁾.

Other **results achieved** during the year thanks to the anti-fraud measures in place can be summarised as follows:

- Risk Screening Exercise on Sensitive Functions (September 2025)

⁽²⁹⁾ [Regulation - 883/2013 - EN - EUR-Lex](#)

- Awareness raising actions in respect of cybersecurity (December 2025) and control incidents (July 2025)
- Supervision of strategies for agencies and Joint Undertakings (EMSA in January, CINEA in February, SESAR in April 2025)
- Continuous operations related to communication with staff, support to OLAF and EPPO operations, implementation of OLAF recommendations, and participation in Commission antifraud networks (FDPnet, FAIR)

On the basis of the available information, **DG MOVE has reasonable assurance that the anti-fraud measures in place are effective.**

2.1.3. Efficiency of controls

The assessment of the most relevant key indicators and control results shows that DG MOVE is compliant with the rules and efficient with the budget execution.

As far as the **'timely payments' indicator** ⁽³⁰⁾ is concerned (i.e., payment accepted amount in time/payment accepted amount in EUR), DG MOVE managed to pay on time **97%** ⁽³¹⁾ of its payment appropriations, which is higher than 95% Commission average, demonstrating effective processing of payments and deadline monitoring.

In 2025, DG MOVE signed 22 grant agreements totalling EUR 23.72 million. The **time-to-grant** averaged 3.4 months, slightly surpassing the 3-month limit ⁽³²⁾, while the **time-to-inform** beneficiaries averaged 1.7 months. Nonetheless, the overall time from proposal submission to grant signature averaged 5.1 months, well within the 9-month maximum allowed by the Financial Regulation, and each grant respected this individual maximum.

DG MOVE maintained its efforts towards an efficient budget implementation and monitoring, under its annual budget implementation action plan and procurement plan. Furthermore, the transition to SUMMA planning was accompanied by dedicated knowledge building.

The transition in 2025 to the Commission's new accounting system, **SUMMA**, has required the adjustment to a new system and has impacted budget implementation tasks, processes and financial management activities, particularly during the first part of the year. This has required careful management to ensure the same data quality as in previous years.

⁽³⁰⁾ 82 out of 107 late payments were authorised by PMO and HR, delays stemming from difficult integration of MIPS and AGM with SUMMA. A payment of EUR 10.15 M (out of EUR 12.77 M late payment) was 6 days late due to delays in the approval workflow, with no financial impact (no interests) since this was the second annual instalment to a decentralised agency. Stricter monitoring of deadlines will be put in place in 2026, thanks to more reliable BUDG SUMMA dashboards.

⁽³¹⁾ The indicator is given by the ration between the amount paid on time (EUR 449.5 M) on the amount paid (EUR 461.05 M).

⁽³²⁾ The delay in signing two of the grant agreements is mainly due to issues related to IT tool COMPASS and its interaction with SUMMA.

2.1.4. Economy of controls

Ex-ante controls contribute to the achievement of the policy and operational objectives and provide an assurance that the projects are running adequately. **Ex-post controls** have a positive deterrent effect within the programme, which will foster system improvements and a better compliance with regulatory provisions.

Overall, the total **cost of the controls** performed by DG MOVE in 2025 was **EUR 11.9** ⁽³³⁾ million or 2.58% of the relevant payments, which is similar to 2024.

Furthermore, the high costs reported regarding grants under direct management (RCS 1 & 2) should be looked at considering several aspects. The directly managed expenditure is limited, while the cost of control also reflects the DG MOVE controls at programme level for which the projects are implemented by CINEA, EU-Rail JU and SESAR 3 JU. This results in a high relative cost. The relatively high cost for directly managed procurements (RCS 3) are driven by the heterogeneity and the number of transactions. (see Annex 7 for details).

The **costs related to financial and supervisory controls** for both the JUs and the decentralised agencies are stable and remain low, **under or around 1%**. The costs exposed by the entities for the management of the entrusted tasks remain stable and proportional.

Details of the estimated cost related to shared/pooled control activities carried out by the European Research Executive Agency (REA) and hosted by DG R&I (Common Implementation Centre; Common Audit Service; Common Policy Centre) for the Research and Innovation family are reported in the AARs of REA and R&I.

2.1.5. Conclusion on the cost-effectiveness of controls

Based on the most relevant key indicators and control results reported above, **DG MOVE has assessed the effectiveness, efficiency and economy of its controls of its financial management and reached a positive conclusion on the cost-effectiveness of the controls for which it is responsible**. This can be attested by timely operations and low costs of controls while the slight overall increase in error rates is related to the specific situation of the Horizon Europe programme, that faces, overall, error rates significantly above the materiality threshold and not to DG MOVE's control environment.

The efficiency and the effectiveness of the controls are supported by quantitative and qualitative benefits, identified in the relevant stages of the process. The costs of the controls remain overall low and the higher cost items are justified by objective needs or by specific circumstances, thus providing a positive impact on the assurance.

In conclusion, DG MOVE considers that the current control system fulfils the intended control objectives efficiently and represents a good balance between the invested efforts (internal control costs and remuneration fees), the obtained error rates (effectiveness of controls) and delivery of objectives (efficiency). See the section "Conclusions on assurance" in respect of the

⁽³³⁾ Consisting of ex ante cost of EUR 11.7 million (2.53% of related payments) and ex post cost of EUR 0.21 million (3.49% of total verified value).

qualification of the declaration of assurance for expenditure entrusted under indirect management in the framework of the Horizon Europe programme.

2.2. Audit observations and recommendations

This section sets out briefly the state of play for all **audit observations and recommendations** reported by auditors related either to performance aspects or to internal control and financial management. Further details for IAS and ECA audits can be found in Annex 8.

Where an audit has detected weaknesses affecting an internal control principle or the department's assurance, a detailed analysis is provided further below in section 2.3 and, where applicable, the incidence on the AOD's assurance is presented in section 2.4, accordingly.

Internal Audit Service

In 2025, the IAS did not issue any recommendations addressed to DG MOVE and there were no open audit recommendations from previous years.

European Court of Auditors

The ECA audit findings do not indicate any systemic problem in DG MOVE's internal controls or financial management and rather focus on policy development and implementation.

Reported (³⁴)	Audit Title	Accepted Recommendation	State of play in 2025	Impact on the assurance for 2025
2025	2024 ECA Annual Report	None	✓	✓
2018	SR 19/2018 European high-speed rail network	4 (³⁵)	⌚	✓
2021	SR 05/2021 Infrastructure for charging electric vehicles	5 (³⁶)	⌚	✓
2023	SR 08/2023 Intermodal freight transport	3 (³⁷)	⌚	✓
2024	SR 04/2024 Reaching EU road safety objectives	3a (³⁸)	⌚	✓
2025	SR 06/2025: EU actions tackling sea pollution by ships	4 (³⁹)	⌚	✓
2025	SR 04/2025 EU Military mobility	3 (⁴⁰)	⌚	✓

State of play		Assurance	
✓	Action plan implemented	✓	No impact on the assurance
⌚	Action plan implementation is ongoing	🚩	Impact on the assurance
📄	Preparation of the action plan		

⁽³⁴⁾ 2025 Annual Activity Report reports all audits completed and recommendations issued during this period (AAR2024-AAR2025) by internal and external auditors. The table also includes all audits from previous years, for which recommendations were either closed during the reporting period or not yet fully implemented.

⁽³⁵⁾ Concerns improvement of the information for citizens (i) with regard to punctuality data by developing specific indicators for high-speed rail. Partially implemented, with target of full implementation by the end of 2026.

⁽³⁶⁾ Concerns an introduction of ex post analysis of the use and performance of supported infrastructure. Partially implemented, with target of full implementation by the end of 2026.

⁽³⁷⁾ Concerns providing member states with clear guidelines on (i) how to perform the market study; and (ii) how to draw up a terminal development plan, the recommendation has been implemented at the end of 2025.

⁽³⁸⁾ Concerns improvements to already existing process regarding selection of projects under CEF, however it does not impact the functioning at Commission level, the recommendation has been implemented at the end of 2025.

⁽³⁹⁾ It concerns improvement of the functioning and effectiveness of EMSA pollution alert tools and strengthening the monitoring of member states' mandatory checks.

⁽⁴⁰⁾ Concerns assessment the possibility of using the remaining CEF transport calls under the current MFF to finance dual-use infrastructure projects, the recommendation has been implemented at the end of 2025.

2.3. Assessment of the effectiveness of internal control systems

The Commission has adopted an **Internal Control Framework (ICF)** based on the highest international standards ⁽⁴¹⁾.

DG MOVE has adapted the ICF to its specific characteristics and organisational structure. The **internal control systems** are suited to achieving its policy and internal control objectives in accordance with the internal control principles, having due regard to the risks associated with the environment in which it operates.

DG MOVE self-assessment of internal controls focused on verifying the presence and effective functioning of the ICF components and principles as a system throughout 2025. It was based on four main building blocks: monitoring indicators, audits results and recommendations, control incidents and management reporting. It also looked at the state of play of deficiencies identified in 2024 (see Annex 8 for further details).

In line with the Commission Internal Control Framework, **DG MOVE has assessed its internal control system during the reporting year and has concluded that it is effective, and the components and principles are present and functioning as intended.** One moderate internal control deficiency as regards ICF Principle 12 ⁽⁴²⁾ identified in 2023-2024 was closed in 2025.

2.4. Conclusions on the assurance

The controls carried out by DG MOVE for the management of the budget, implemented directly or indirectly, were effective, efficient and economical for the reporting year. The resources assigned in 2024 to the activities described in this report were used for their intended purpose and in accordance with the principles of sound financial management. The control procedures put in place give the necessary guarantees concerning the legality and regularity of the underlying transactions, safeguarding of assets and information and the prevention, detection and correction of fraud and irregularities.

The conservative assessment of the authorising officer is that the overall amount of the risk at closure is between 0.95% – 0.98% of the 2025 relevant expenditure. This estimate is below the materiality threshold. However, the error rates affecting the Horizon Europe expenditure entrusted under indirect management are significantly higher than the materiality threshold. The declaration of assurance is therefore qualified with a corresponding reservation.

Concerning the **directly managed expenditure**, DG MOVE implements appropriate ex-ante and ex-post controls. DG MOVE also received unqualified declarations of assurance from the respective AODs for expenditure co-delegated to DG HR and the PMO. Regarding **indirectly**

⁽⁴¹⁾ The Committee of Sponsoring Organizations of the Treadway Commission Internal Control Integrated Framework, the golden standard for internal control systems.

⁽⁴²⁾ Internal Control Principle 12: Deploys through policies and procedures

managed expenditure, there is no indication of any issue other than the Horizon Europe error rate that would impair the assurance. The information received from SESAR 3 JU and EU-Rail JU, from the executive agency CINEA, from the EIB and from the decentralised agencies (ERA, EASA, and EMSA) is considered as adequate and reliable.

DG MOVE assessed its **internal control systems** and concluded that the internal control framework is implemented and functioning as intended risk management processes worked as intended and contributed to the good operation of the control systems. DG MOVE demonstrated its agility as an organisation in the management of its budget and its adaptability through efforts in the field of IT security.

In relation to the **recommendations issued in 2024-2025 by ECA**, none is considered to have a material impact on the declaration of assurance of DG MOVE. All accepted recommendations issued by ECA have led to specific actions addressing the underlying issues. The current residual risk from the audit recommendations remaining open for DG MOVE does not impair the declaration of assurance.

In conclusion, based on the elements reported above, **management has reasonable assurance that, overall, effective controls are in place and working as intended; risks are being appropriately monitored and mitigated; and necessary improvements and reinforcements are being implemented**. The Director-General of DG MOVE, in her capacity as Authorising Officer by Delegation has signed the Declaration of Assurance, albeit qualified by a **reservation** covering indirectly managed Horizon Europe expenditure (see Annex 9).

The error rate in Horizon Europe is above the 2% materiality threshold, mainly due to misapplication of the programme rules, with newcomers and SMEs especially prone to mistakes. To address these errors, DG RTD is implementing an action plan focusing on outreach, training, and using lump sums.

Reservation Title	Financial Impact (in m EUR)		Residual error rate 2025 (when applicable)	Evolution
	2024	2025		
Indirect management: expenditure delegated to JUs under the Horizon Europe programme	n.a.	EUR 2.77M	3.5% (SESAR 3 JU) 4.38% (EU-Rail JU)	New

2.5. Declaration of Assurance and reservations

Declaration of Assurance

I, the undersigned,

Director-General of DG MOVE

In my capacity as authorising officer by delegation

Declare that the information contained in this report gives a true and fair view ⁽⁴³⁾.

State that I have reasonable assurance that the resources assigned to the activities described in this report have been used for their intended purpose and in accordance with the principles of sound financial management, and that the control procedures put in place give the necessary guarantees concerning the legality and regularity of the underlying transactions.

This reasonable assurance is based on my own judgement and on the information at my disposal, such as the results of the self-assessment, ex-post controls, the work of the Internal Audit Service and the lessons learnt from the reports of the Court of Auditors for years prior to the year of this declaration.

Confirm that I am not aware of anything not reported here which could harm the interests of the institution.

However, the following reservations should be noted: risk of material errors in respect of expenditure delegated to JUs under the Horizon Europe programme. More details are provided in annex 9.

Brussels, 31 March 2026

(signed)

Magda Kopczyńska - AOD

⁽⁴³⁾ True and fair in this context means a reliable, complete and correct view on the state of affairs in the DG/Executive Agency.

3. A MODERN AND SUSTAINABLE PUBLIC ADMINISTRATION

3.1. Human resource management

DG MOVE ensured the effective management of its scarce human resources so that the DG could deliver on its heavy policy agenda. In 2025, DG MOVE's staff demonstrated again their professionalism and dedication.

Following the publication of the reserve list of the Transport AD7 competition, DG MOVE, in close cooperation with DG HR, ensured the proper implementation of the **new recruitment model**.

DG MOVE's recruitment panels were systematically **gender balanced** throughout the year. After having reached its specific target of two new female middle managers first appointments in 2024, the DG continued to carefully assess the management vacancies in the DG in view of ensuring balanced first appointments at middle management level. By the end of the year, DG MOVE reached 45% female representation in middle management, and 60% in senior management. DG MOVE supported the corporate **Management Development Programme** and identified both female and male participants and mentors for the 2025 edition.

DG MOVE also continued organising specific **trainings and internal communication actions** to boost staff engagement. In 2025, DG MOVE organised 39 internal training courses on various policy, AI and horizontal related matters, including a Learning Week for DG MOVE staff in October. In June, the Commission's Chief Confidential Counsellor delivered a training session on the Commission's new approach to prevent and combat anti-harassment in the workplace to all staff. In December, together with the Mediation Service, DG MOVE has organised an in-person training session for MOVE Heads of Unit and Deputy Heads of Unit on conflict management.

DG MOVE's **internal communication actions** consistently ensured that the relevant information for **work and well-being** reaches all staff in real time and substantially strengthened motivation and commitment of staff. The senior managers debriefed all staff, via a video message, after the weekly senior management meeting. The monthly interactive online meetings with the Director-General were greatly appreciated by staff and contributed to boosting staff engagement.

3.2. Digital transformation and data management

Digital Transformation and cybersecurity

In 2025, DG MOVE advanced its digital transformation and efficiency of its operations in alignment with the **Corporate Digital Strategy** ⁽⁴⁴⁾. DG MOVE is a Member of the **Information and Technology Cybersecurity Board** (ITCB), actively contributing to its decisions and shaping the corporate digital and cybersecurity landscape. In Q3 2025, the ITCB approved the interlinking layer for the European Mobility Data Space (see Part 1 - Specific objective 1.1), and the December ITCB approved the redevelopment of Green Lanes Support Platform.

The key strategic **IT Governance body** of the DG MOVE, the **Digital and Cybersecurity Steering Committee (DC SC)**, has met twice in 2025 and acknowledged progress on all strategic components of implementation of **Commission's Cybersecurity Strategy 2025-2026** within DG MOVE.

DG MOVE strengthened its **digital culture** by conducting **info sessions** about M365 / SharePoint opened to the whole DG staff. The **SharePoint-based intranet** was further developed advancing with the digital culture. Fewer trainings than initially planned were delivered this year to further develop digital skills, as the process was disrupted by staffing issues and the target could therefore not be reached. The deputed services within DG MOVE have undergone a reorganisation, establishing a dedicated team responsible for digital culture, including the planning, delivery, and monitoring of trainings, with a structured annual plan to ensure more consistent implementation going forward.

To ensure a **seamless digital environment**, DG MOVE continued its **IT landscape modernisation** by catching up with technological debt and migrating additional systems to the cloud. The delivery of IT solutions within DG MOVE progressed smoothly, with operational systems demonstrating high reliability and performance throughout the year. Following corporate direction towards digital sovereignty, DG MOVE continued migrating its IT systems to Open-Source technology. Additionally, DG MOVE fostered the integration of reusable corporate solutions like Corporate Audit Trail and eTranslation into operations.

To prepare for the Interoperable Europe Act and enhance **digital-ready policymaking**, DG MOVE organised **awareness sessions**, developed **training materials**, and rolled out an **advisory service** to help policy units with their policy digitalisation, from co-drafting of legal texts to approval from the corporate IT Cybersecurity Board.

In relation to the **business-driven digital transformation** close collaboration between digital and policy units to jointly address digital components of policy actions early in the process is key to **impactful and efficient policies**. Senior managers supported scale up of such an approach to all relevant policy areas. Furthermore, in the wake of the renewed effort to embed

⁽⁴⁴⁾ European Commission Digital Strategy - c_2022_4388_1_en_act.pdf (europa.eu)

more IT and digital into the policymaking cycle, and the growing relevance of **digital sovereignty**, the IT unit has launched a DG wide reflection exercise on the role of IT and digital in DG MOVE. This exercise is currently running, with a widespread consultation of key stakeholders throughout the DG.

Committed to **secure, and resilient infrastructure**, DG MOVE consistently adopted the **Continuous Security Assurance service** enhanced cybersecurity risk management and started to review the security plans of all systems. With endorsement of DC SC, DG MOVE has agreed to introduce mandatory personalised coaching for new system owners (Head of Unit level), particularly focusing on the responsibilities of system owners as regards to cybersecurity of IT systems and their involvement in the process of preparing, approving and implementing **IT Security plans**. At the same time, efforts to boost **cybersecurity awareness** among staff were heightened, and the process of addressing critical vulnerabilities persisted. Although the geopolitical situation heightened risks, DG MOVE systems and staff experienced no significant IT security incidents in 2025.

Data Management

DG ENER's overall data maturity level in 2025 is basic. Nevertheless, throughout the year DG ENER continued to work on strengthening its data management practices and took concrete steps to further develop its data capabilities:

- **Data management:** In 2025, DG MOVE progressed on implementation of data governance and data management and has supported the Commission at the corporate level through its participation in the Information Management Steering Board (IMSB), the Internal Market Family (IMF), and the network of LDCs.
- **Ownership and responsibilities:** DG MOVE moved ahead with actions with the EC Data Catalogue and definitions of Data Roles despite severe delays faced during the recruitment of a new Local Data Correspondent (LDC) assigned to that. The data owner and data steward have been recognised as core roles following the data governance framework of the Commission, with the LDCs coordinating its local deployment.
- **Data quality:** A pilot has been launched with objective to promote data awareness, data quality, and the recognition of data as an asset. This initiative ultimately aligns with the Commission's roadmap as outlined in the EC Data Strategy.
- **Data skills:** The first stakeholders identified as data steward and/or data owner received initial instructions about their roles. Further training will be provided during 2026.

Information Management

In the field of **document management**, sustained monitoring ensured that the proportion of unfiled registered documents remained below the 2% target.

Training activities covering document management practices, electronic workflows and security were organised, contributing to improved compliance and further supporting the shift towards a more efficient, paperless working environment.

Information management initiatives continued to drive the transition towards a paperless environment by reducing reliance on paper storage and promoting the systematic use of

electronic workflows. The financial file closure exercise launched at the end of 2024 continued in 2025 and will extend into 2026, with the objective of progressively eliminating paper archives.

Data Protection

DG MOVE continued internal training on data protection, raising awareness of privacy statements, records management, and obligations of operational data controllers. Efforts to implement the Commission **Data Protection Action Plan** progressed, ensuring proper records of processing operations and improving the quality and accessibility of information provided to data subjects. The record keeping obligation has been fulfilled. Records are published in the public register of the European Commission's **Data Protection Officer (DPO)**.

Data Protection Coordinator (DPC) has been involved in the work of the Commission's Data Protection Officer and the European Data Protection Supervisor, while also addressing data protection issues in projects involving DG MOVE units, other Commission services, and decentralized agencies.

3.3. Sound environmental management



The European Commission's Political Guidelines for 2024–2029 reaffirm the EU's crucial role in mitigating environmental impacts and emphasise the implementation and delivery of the Green Deal objectives. DG MOVE implements its initiatives through the European Commission's **Eco-**

Management and Audit Scheme (EMAS) program. The priorities include maximising the efficient use of resources (such as energy, water, and paper), reducing CO₂ emissions, promoting waste reduction, recycling, and sustainable mobility.

In line with the **EU Green Deal** the **Communication on Greening the Commission**, DG MOVE privileges videoconferencing and aims at reducing business missions, in its commitment to **decrease its carbon footprint** and contributing to the Commission's objective of achieving **climate neutrality by 2030**. These efforts are further supported by the adoption of the **new Guide to Missions** in May 2025, with a focus on greening principles and the environmental sustainability of staff mission travel. As part of its reporting, DG MOVE is exploring new ways to closely monitor its travel-related emissions. In 2025, DG MOVE has successfully reduced overall emissions from staff missions by 19% compared to 2024, in line with the Commission's objectives.

In 2025, DG MOVE maintained its efforts to **raise awareness** concerning CO₂ emission and waste reductions. It participated to **corporate energy saving** and **sustainable commuting actions** (e.g. BEST energy saving actions, Walking Challenge, VeloMai, EU Mobility week and TakeYourStep campaigns).

Concerning the **Green Public Procurement**, in 2026 DG MOVE has mainly procured services related to studies and intellectual services, which are not concerned by the priority sectors for implementing Green Public Procurement. Nevertheless, DG MOVE has included as far as possible requirements to be respected by the contractors when the services to be provided included the organisation of events and conferences (such as avoiding printed material, organisation of sustainable events/experts meetings/workshops) seeking to reduce their environmental impact. In these cases, tenderers have been requested to apply the [Guidelines on organising sustainable meetings and events at the Commission](#) and place displays to communicate the sustainable arrangements that have been put in place.

