



European
Commission

Management Plan 2023

DG MOVE

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Introduction

This Management Plan 2023 outlines DG MOVE's activities and sets out planned output for the year. It builds on the Strategic Plan 2020-2024 which in turn sets out the overarching medium-term strategy for DG MOVE and its contribution to the Commission's political priorities and objectives.

Under the leadership of Commissioner Vălean, the Directorate-General for Mobility and Transport (DG MOVE) is in charge of developing mobility and transport policies for the European Union. Transport is key to the quality of people's lives, to the resilience and competitiveness of our economies and to turning climate and environmental challenges into opportunities. Transport will contribute to a Union that strives for more, as defined in President von der Leyen's six headline ambitions. While delivering freedom for people, services and goods to move unhindered within our Union, EU transport policy directly feeds into the five political priorities: (i) a European Green Deal, (ii) a Europe fit for the digital age, (iii) an economy that works for people, (iv) a stronger Europe in the world and (v) promoting our European way of life.

Transport is a central part of the European Green Deal and DG MOVE will make a significant contribution to harnessing the potential of the twin climate and digital transitions. DG MOVE's work will aim for reinforced transport resilience and better coordinated policy responses. The Sustainable and Smart Mobility Strategy provides the overall guiding framework. DG MOVE will also support the inter-institutional negotiations on the Fit for 55 package of July 2021 and the Efficient and Green Mobility Package adopted on 14 December 2021.

In 2023 DG MOVE will continue to be actively involved in the response to Russia's military aggression against Ukraine, including ensuring the smooth functioning of EU-Ukraine Solidarity Lanes, and connecting Ukraine to the EU Single Market. DG MOVE will also continue contributing to the post-COVID recovery, in particular through the work on investment under the Recovery and Resilience Facility, and disbursement of funding from the Connecting Europe Facility.

There are several challenges for 2023. First, it will be to finish the ongoing legislative deliberations on initiatives related to the European Green Deal and Fit for 55 package. This will require not only engagement of DG MOVE but also of the European Parliament and of the Council. Second, 2023 is the last full year before the end of the term of the European Parliament and the Commission. DG MOVE will work on a number of proposals to be tabled in 2023, in order to deliver on the Commission commitments made in Sustainable and Smart Mobility Strategy. Third, this will happen in a difficult environment marked by uncertainties about the development of Russia's war of aggression against the Ukraine, as well as difficult economic and social conditions. DG MOVE's work on the Solidarity Lanes will be particularly important in this context.

PART 1. Delivering on the Commission’s priorities: main output for 2023

DG MOVE directly contributes to the five Commission headline ambitions set out by President von der Leyen in her Political Guidelines. For each of these priorities, hereafter referred to as General Objectives, DG MOVE’s efforts are guided by one or more Specific Objectives. The illustration below outlines DG MOVE’s intervention logic for the Commission’s actions in the area of transport:



General objective 1: A European Green Deal


Specific objective 1: A sustainable transport area that reduces transport's impact on the environment, provides healthier and cleaner alternatives to mobility and increases the uptake of sustainable alternative transport fuels for land, maritime and air, both in the EU and globally

In line with the Sustainable and Smart Mobility Strategy ⁽¹⁾ and the European Green Deal ⁽²⁾, DG MOVE's work in 2023 will focus on **reducing the emissions of the transport sector and making it more sustainable**.

DG MOVE will continue both regulatory and non-regulatory efforts to boost the production and uptake of sustainable alternative fuels for both aviation and the maritime sector. In 2023, DG MOVE will aim at concluding the inter-institutional negotiations on the **Fit for 55** initiatives: the FuelEU Maritime and ReFuelEU Aviation initiatives, and the proposal for a Regulation on Alternative Fuel Infrastructure. Smooth implementation of these proposals will require work on several strands:




- implementation of the Renewable and Low-Carbon Fuels Value Chain Alliance (launched in 2022), as an accompanying measure to the ReFuelEU Aviation;
- the European Sustainable Shipping Forum (ESSF), and its expert subgroup on Sustainable Alternative Power Systems, to develop the necessary technical elements for the implementation of the FuelEU Maritime regulation, including criteria for Zero Emissions technologies and Fuel Certification;
- proposals for delegated acts on alternative fuels data and on communication protocols and standards, to close important aspects for full technical interoperability and on setting common technical requirements for wireless power recharging of electric vehicles;
- implementing the Alternative Fuels Infrastructure Facility rolling call, and other funding opportunities under the Connecting Europe Facility.

DG MOVE will also continue to be involved in similar work on other Fit for 55 proposals, such as Emission Trading System, Energy Taxation Directive or Renewable Energy Directive. Rekindling work on Single European Sky may be particularly challenging given divergences among the Member States. In 2023, DG MOVE will also continue to ensure the effectiveness of Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) in International Civil Aviation Organization (ICAO).


DG MOVE will work on preparing **Greening freight package**  ⁽³⁾ aimed at modernising freight transport and improving its energy and operational efficiency. Among

¹ COM(2020) 789

² COM(2019) 640

other initiatives, it will include a revision of the  **Directive on maximum weights and dimensions of heavy-duty vehicles**, a proposal on  **Rail capacity management**, and a revision of the  **Combined Transport Directive**.

DG MOVE will also work on implementing acts collecting **data on CO2 emissions from heavy duty vehicles**.

DG MOVE will prepare a review of  **roadworthiness package**⁽⁴⁾. This initiative aims at ensuring the environmental performance of vehicles during their lifetime and, at the same time, improving road safety. The adoption of a Commission proposal is planned for 2023.

DG MOVE will prepare a proposal for a **Regulatory Framework for Hyperloop**. The framework is expected to focus on safety, security and environmental performance, and on developing a fully interoperable system from the outset.

DG MOVE will prepare the proposal for a revised Directive on **Ship-source pollution and penalties for pollution offences** and support the inter-institutional negotiation thereafter. This Directive will deal with illegal discharges of oil and noxious substances from ships to the sea, prosecution of offenders, and facilitates collecting and exchanging information on illegal discharges by satellite surveillance (European Maritime Safety Agency CleanSeaNet system). The revision will, among other issues, ensure alignment with the International Convention for the Prevention of Pollution from Ships (MARPOL).

This will be complemented by analytical work on **greening seaports and inland ports**. DG MOVE will continue monitoring implementation of the Port Services Regulation ⁽⁵⁾ in the Member States, including through a report to the European Parliament and the Council, as well as through the handling of complaints, EU Pilots ⁽⁶⁾ and infringements, as appropriate. DG MOVE will also continue on the fitness check concerning the access to and the functioning of the inland waterway transport market.

³ This icon indicates initiatives included in the Commission Work Programme 2023

⁴ 3 Directives: 2014/45 on periodic roadworthiness tests for motor vehicles; 2014/47 on technical roadside inspections of commercial vehicles; and 1999/37 as amended by 2014/46 on registration documents.

⁵ Regulation (EU) 2017/352 establishing a framework for the provision of port services and common rules on the financial transparency of ports

⁶

https://ec.europa.eu/internal_market/scoreboard/archives/2015/10/performance_by_governance_tool/eu_pilot/index_en.htm

https://ec.europa.eu/internal_market/scoreboard/archives/2015/10/performance_by_governance_tool/eu_pilot/index_en.htm


https://ec.europa.eu/internal_market/scoreboard/archives/2015/10/performance_by_governance_tool/eu_pilot/index_en.htm

https://ec.europa.eu/internal_market/scoreboard/archives/2015/10/performance_by_governance_tool/eu_pilot/index_en.htm

Horizon Europe

2023 will be the second year of operation of the five landmark projects from the Horizon 2020 Green Deal Call on green airports and ports, with a total EU budget contribution of 125 million euro. DG MOVE will also engage in 2023 on the ex-post evaluation of Horizon 2020, the interim evaluation of Horizon Europe and the design of the Horizon Europe Strategic Plan 2025-2027.

Work will continue on the Cluster 5 Work Programme 2023-2024. Calls on Climate, Energy and Mobility, the Missions on Climate Adaptation and on Climate Neutral and Smart Cities, as well as the Partnerships (including the Joint Undertakings on SESAR 3, Clean Aviation, Europe's Rail and Clean Hydrogen) will support new technologies and innovation that promote sustainable mobility. These actions will address all modes of transport (including multimodal and sustainable urban mobility) and will contribute to the achievement of the Horizon Europe 35% climate mainstreaming target over 2021-2027.

DG MOVE will continue implementing the actions identified in the new EU **Urban Mobility** framework. In particular, DG MOVE will prepare a Commission Recommendation to Member States to support regions and cities in the roll-out of effective sustainable urban mobility plans, a new set of sustainable urban mobility indicators, as well as the awareness-raising activities centred on European Mobility Week campaign and the EU urban mobility awards. DG MOVE will also work on an initiative aiming at  **greening corporate fleets**.

All of these key developments will be accompanied by external communication activities via DG MOVE's [Twitter account](#) and [website](#), with the aim to reach relevant stakeholders and multipliers. Under objective 1, these activities will focus in particular on the European Mobility Week – the Commission's annual EU-wide campaign for sustainable mobility – and the Greening Freight Package.


General objective: A European Green Deal

Specific objective: A sustainable transport area that reduces transport impact on the environment, provides healthier and cleaner alternatives to mobility and increases the uptake of sustainable alternative transport fuels for land, waterborne and air both in the EU and globally.

Related to spending programme(s): Connecting Europe Facility and Horizon 2020, Horizon Europe




Main outputs in 2023:

New policy initiatives

Output	Indicator	Target
CountEmissions EU - EU framework for harmonised measurement of transport and logistics emissions	Adoption ⁽⁷⁾	Q2 2023
EU regulatory framework for hyperloop 	Adoption	Q3 2023

Initiatives linked to regulatory simplification and burden reduction

⁷ Unless specified otherwise, 'adoption' indicates adoption by the Commission

Output	Indicator	Target
Measures to better manage and coordinate international rail traffic, including a revision of Regulation (EU) 913/2010 concerning a European rail network for competitive freight and through new rules for capacity allocation in the rail sector 	Adoption	Q2 2023
Revision of Directive 96/53/EC on weights and dimensions of road commercial Heavy Duty Vehicles 	Adoption	Q2 2023
Revision of the Combined Transport Directive (legislative proposal) 	Adoption	Q2 2023
Revision of the Train Drivers Directive 2007/59/EC	Adoption	Q2 2023
Adoption of Commission decisions revising the entire technical specifications for rail interoperability (TSI revision package)	Adoption of a Commission decision on draft implementing acts	Q1 2023
Revision of Ship-source Pollution Directive	Adoption	Q2 2023
Greening corporate fleets	Adoption ⁽⁸⁾	Q3 2023
Public consultations		
Output	Indicator	Target
Hyperloop	Launch	Q1 2023
Enforcement actions		
Output	Indicator	Target
Monitoring of implementation of Port Services Regulation	Report	Before the end of 2023
External communication actions		
Output	Indicator	Target
Communication on European Mobility Week (9)	Events: Number of cities participating	3 200 cities
	Number of media items mentioning the event during main campaign week (16-22 September)	8000
Communication on Greening Freight Package	Social Media: Number of impressions per post	3000
Other important outputs		


⁸ The exact form of the initiative was still being discussed at the time of preparing this Management Plan.

⁹ TBC if it takes place in 2023


Output	Indicator	Target
Connecting Europe Facility evaluation and award decisions relating to the 2022 calls (including Alternative Fuels Infrastructure Facility 4 th and 5 th cut-off date)	Signature of Grant Agreements following the calls launched in 2022	Q4 2023
Horizon Europe Calls from Work Programmes 2021-2022 and 2023-2024 (destinations 5&6) – evaluation and award decisions to the selected transport projects	Signature of Horizon Europe grants, delegations, contributions for transport projects and programmes	Throughout 2023
Recommendation on Sustainable Urban Mobility Plans	Adoption	2023
Improved set of Sustainable Urban Mobility Indicators	Publication on Europa	2023
FuelEU Maritime (legislative proposal)	Adoption by the Legislator	Q1 2023
Delegated and Implementing Regulations under the FuelEU Maritime Regulation	Adoption	Q4 2023-Q4 2024
ReFuelEU Aviation (legislative proposal)	Adoption by the Legislator	Q1-Q2 2023
Alternative Fuels Infrastructure Regulation	Adoption by the Legislator	Q1-Q2 2023
Delegated act on alternative fuels data and data governance	Proposal	Q3-Q4 2023
Delegated act on communication protocols and standards for electric vehicles	Proposal	Q3-Q4 2023
Delegated act on wireless power recharging of electric vehicles	Proposal	Q3-Q4 2023
Implementing acts referring to CO2 emissions for the sub-groups of heavy-duty vehicles not covered by Article 2(1), points (a) to (d), of Regulation (EU) 2019/1242.	Adoption of Implementing Acts	Q4 2022

General objective 2: A Europe fit for the digital age

Specific objective 2: A smart and innovative transport sector that makes the most of digitalisation and automation, supported by adequate funding

DG MOVE will prepare a proposal on a **common European mobility data space**  to facilitate access, pooling and sharing of data from existing and future transport and mobility data sources and increase their availability to support services considered crucial across the EU's territory, covering themes from sustainability to multimodality. The common European mobility data space will supplement and take advantage of the new European cross-sectoral data legislation, including the Data Governance Act, the Data Act and the Implementing Act on High Value Datasets.

DG MOVE will prepare a proposal on **Multimodal digital mobility services** (MDMS). This will seek to establish a clear EU framework for the deployment of mobility services within and across modes, and to improve significantly the inclusiveness and sustainability of multimodality. It will be accompanied by a revision of Delegated Regulation (EU) 2017/1926 on the provision of EU-wide Multimodal Travel Information Services. In this case, the objective will be to facilitate the exchange and reuse of data needed for the development of MDMS.

DG MOVE will prepare a technical revision of Directive 2005/44/EC **on River Information Services** . The EU rules on harmonised river information services set an interoperability framework for digital information services in the EU inland waterway transport sector. This initiative will address identified shortcomings of the current framework, streamline the process of setting technical standards and take into account new developments in digitalisation. DG MOVE will also continue working to prepare a proposal on Smart and flexible EU crewing rules including electronic tools for inland waterway vessels and crew.

Regarding **funding**, in 2023, the Connecting Europe Facility will continue supporting the transition for a sustainable transport sector by co-funding digital solutions for all transport modes. The investment areas will include in particular telematic and digital applications for transport, such as European Railway Traffic Management (ERTMS), Intelligent Transport Services (ITS), and Air Traffic Management (ATM), will help modernise the TEN-T network. Co-funded projects resulting from the second CEF transport calls for proposals are expected to be signed during the reference year. Moreover, a new set of calls for proposals will be launched in 2023 and the call schedule for the period 2024-2027 will be designed through the adoption of the amendment 2021-2027 to the multi-annual work programme.

2023 will be the second year of operation for the new **Horizon Europe Partnerships**, delivering a major contribution to the digital transition. New research and innovation Work Programmes and Calls will be launched by the Joint Undertaking on Single European Sky Air Traffic Management Research 3 (SESAR 3). They will address digital technologies that modernise Europe's air traffic management capabilities, making airspace fit for the digital age and delivering on the Digital European Sky. Europe's Rail Joint Undertaking will also launch new activities with a strong focus on digitalisation, automation and freight. Further actions on transport digitalisation will take place under the Horizon Europe Cluster 5 Work Programme 2023-2024 and the Missions, including from the co-programmed partnership on Cooperative, Connected and Automated Mobility (CCAM), in the areas of smart cities, automated vehicles and infrastructures, smart logistics and multimodal network and traffic management. In 2023 and continuing the work on research and innovation, Europe's Rail Joint Undertaking will contribute to shaping the future of the railway system as the backbone of sustainable and smart mobility in Europe.

On the international stage, DG MOVE will continue working with key partners such as the Norwegian Forum for Autonomous ships and will support the organisation of the **4th Maritime Autonomous Surface Ships Summit**. This year edition will discuss how

Partnerships are needed to meet the disruptions autonomous ships and shipping may mean.

In line with the **Drone Strategy 2.0** (adopted 2022), DG MOVE will work on a number of new initiatives aimed at reinforcing the entire drone eco-system, including on rules addressing the initial and continued airworthiness of drones subject to certification (passenger and cargo), as well as funding the creation of an online platform to support a sustainable Urban Air Mobility implementation by authorities, cities, industry and stakeholders. A viable drone eco-system will contribute to leverage European research, innovation, and entrepreneurship to achieve the objectives of the European Green Deal and Digital Europe.

DG MOVE will work towards adoption of a **package of the technical specifications for rail** - a new framework for digital rail. This revision will allow for the rapid roll out of digital solutions developed to reduce the cost of rail and to increase capacity, flexibility, and reliability of rail operations. DG MOVE will assist the rail sector in setting up pilot services as announced in the Action Plan for long-distance cross-border passenger rail ⁽¹⁰⁾.

DG MOVE will work on making **road transport rules** more consistent and their enforcement more efficient by moving from physical to digital inspections. This will include the implementing act on recording and controlling driver's activities (work, rest) when away from the vehicle and implementing act on training of enforcers.

In 2023, DG MOVE will finalise and adopt the largest part of the implementation specifications of the **electronic freight transport information** ⁽¹¹⁾ (eFTI) regulation. eFTI is expected to reduce significantly the administrative burden borne by economic operators and to facilitate enforcement. The harmonised data model that will be adopted as part of the implementation specifications should also support the generation of standardised data sets that will constitute the main assets of the future Mobility Data Space. Digital Transport and Logistics Forum will be closely involved in this work.

Following the adoption of the first set of secondary legislation in 2022, in 2023 DG MOVE will prepare two further Implementing Regulations for the **European Maritime Single Window environment**⁽¹²⁾. It will lay down the specifications of certain common IT components of the environment, facilitating the business-to-government data exchange required from a ship for a port call in the EU. After the first release of the **harmonised reporting interface module** for maritime reporting in 2022, DG MOVE will also continue the collaboration with DG DIGIT to develop additional features and functions. It will reduce




¹⁰ COM(2021) 810

¹¹ Regulation (EU) 2020/1056.

¹² Regulation (EU) 2019/1239 establishing a European Maritime Single Window environment

administrative burden and enhance the competitiveness of European ports in the logistic chain.

All of these key developments will be accompanied by external communication activities via DG MOVE's [Twitter account](#) and [website](#), with the aim to reach relevant stakeholders and multipliers. Under objective 2, these activities will focus in particular on the proposals on Multimodal digital mobility services and A common European mobility data space.

General objective: A Europe fit for the digital age Specific objective: A smart and innovative transport sector that makes the most of digitalisation and automation, supported by adequate funding. <i>Related to spending programme(s): Connecting Europe Facility and Horizon 2020, Horizon Europe</i>		
Main outputs in 2023:		
New policy initiatives		
Output	Indicator	Target
Common European Mobility data space 	Adoption and implementation of the Moblity Data Space access node	Q2 2023
Regulation on Multimodal Digital Mobility Services	Adoption	Q2 2023
Revision of Delegated Regulation (EU) 2017/1926 on the provision of EU-wide multimodal travel information services	Adoption	Q2 2023
Possible revision of the Regulation on a Computer Reservation System Code of Conduct (EC) No 80/2009. ⁽¹³⁾	Adoption	Q2 2023
Implementing act on recording and controlling drivers' activities away from a vehicle	Adoption of implementing act	Q4 2023
ERTMS/Control-Command and Signalling (CCS), part of the Technical Specification for Interoperability TSI revision package, deployment plans for automatic train operation, automated traffic management and advanced CCS and new radio, as well as interoperable data sharing in rail transport	Adoption of Commission decision implementing acts	Q2 2023
Initiatives linked to regulatory simplification and burden reduction		
Output	Indicator	Target
 Revision of EU rules on harmonised river information services	Adoption	Q3 2023
Revision of the roadworthiness Package  (Directive 2014/45/EC), Directive 2014/47/EC and Directive 1999/37/EC as amended by Directive 2014/46/EC)	Adoption	Q3 2023

¹³ To be decided if to be integrated with the Multimodal Digital Mobility Services.

Implementing act on the content of initial and continuous training of control officers in the road sector to facilitate the implementation of Mobility Package 1 (road transport legislation)	Adoption of implementing act	Q3 2023
Enforcement actions		
Output	Indicator	Target
Pilot project on smart enforcement of EU road transport legislation	Launch of the pilot project	Q2 2023
External communication actions		
Output	Indicator	Target
Participation in 'Airspace World', Geneva	Total number of stand visitors	1000
Communication on Multimodal digital mobility services	Social Media: Number of impressions per post	3000
Communication on A common European mobility data space	Social Media: Number of impressions per post	3000
Other important outputs		
Output	Indicator	Target
Delegated and Implementing Regulations defining the specifications of the European Maritime Single Window environment (EMSWe)	Adoption	Q3 2023
Delegated and Implementing Regulations defining the specifications for electronic freight transport information (eFTI)	Adoption	Q1 and Q3 2023
Horizon Europe Calls from Work Programmes 2021-2022 and 2023-2024 (destinations 5&6) – evaluation and award decisions to the selected transport projects	Signature of Horizon Europe grants, delegations, contributions for transport projects and programmes	Throughout 2023
Rollout of the Drone Strategy 2.0	Launch the development phase of rules addressing the initial and continued airworthiness of drones subject to certification (passenger and cargo) Launch of the development phase for the creation of an online platform to support a sustainable Urban Air Mobility implementation by authorities, cities, industry and stakeholders	Q1 2023 to Q1 2024
Connecting Europe Facility- Smart and Interoperable Mobility call 2022	Signature of Grant Agreements	Q4 2023
Connecting Europe Facility- Smart and Interoperable Mobility calls 2023	Launch of the calls for proposals	Q3 2023

General objective 3: An economy that works for people

Specific objective 3.1: A fully integrated and connected Trans-European Transport network with appropriate funding for a robust and modern European transport infrastructure with fully restored connectivity

Both COVID-19 and Russia's aggression against Ukraine have had a deep impact on the EU transport sector. In 2023, DG MOVE will work to help its recovery and to ensure its smooth functioning in difficult conditions.

After a 10 year stand-still of the Commission's 2011 proposal on **Slot Regulation** in the European Parliament and Council during which the aviation market and policy priorities changed, the proposal is no longer fit for purpose. Thus, DG MOVE is considering a new proposal.

Airports play a central role in the connectivity airlines provide to passengers and freight customers in the EU and further afield. Steadily increasing demand, airport congestion and insufficiently effective use of existing airport capacity have led to major bottlenecks for EU aviation. Therefore, DG MOVE will consider options to ensure that **airport capacity** is used more efficiently, make the allocation system more responsive and resilient in a crisis, and take other policy priorities into account, such as decarbonisation, quality connectivity and intermodality.

DG MOVE will engage in legislative discussions on **TEN-T proposal** to ensure its fast adoption in 2023. In parallel, the new governance system for the TEN-T will have to be put in place, in particular with regard to a new mandate for the European Coordinators of the nine European Transport Corridors and the two horizontal priorities (ERTMS, European Maritime Space) and the establishment of cooperation structures for the new corridors. DG MOVE will also work on the *Connecting Europe Days* that should take place under the Belgian Presidency.

In 2023, the **implementation of the CEF programme** will continue, with the award of the 2022 calls for proposals, supporting sustainable projects contributing to the completion and modernisation of the TEN-T networks. In particular, the programme will contribute to the co-funding of investments located along the Core Network, supporting its completion by 2030, as well to support Border Crossing between EU Member States and Ukraine, Moldova, thus improving Solidarity Lanes.

DG MOVE will proceed with the revision of the CEF Multi-Annual work programme, defining the funding objectives open for support over the period 2024-2027. The exercise will also be coordinated with the anticipated MFF mid-term review that will be organised by central services. This will require input from DG MOVE.

At the same time, DG MOVE will remain responsible for ensuring the implementation of the CEF legacy (2014-2020), for which part of the co-funded actions should be completed by 2024. By the end of 2023, DG MOVE also intends to advance with the ex-post evaluation of

the legacy CEF programme and the preparation of the bi-annual reports to the co-legislators on the first two years of implementation of the 2021-2027 programme.

All of these key developments will be accompanied by external communication activities via DG MOVE's [Twitter account](#) and [website](#), with the aim to reach relevant stakeholders and multipliers. Under specific objective 3.1, these activities will focus in particular on the final adoption of the revised TEN-T regulation.

General objective: An economy that works for people		
Specific objective: A fully integrated and connected Trans-European Transport network with appropriate funding for a robust and modern European transport infrastructure with fully restored connectivity.		
Related to spending programme(s): Connecting Europe Facility and Horizon 2020, Horizon Europe		
Main outputs in 2023:		
New policy initiatives		
Output	Indicator	Target
Revision of slots regulation & airport charges guidance (tbc)	Adoption	Q3 2023
Evaluations and fitness checks		
Output	Indicator	Target
CEF 2014-2020 Ex post evaluation	Progress in its completion	Q4 2023
External communication actions		
Output	Indicator	Target
Communication on Revised TEN-T Regulation	Social Media: Number of impressions per post	3000
Other important outputs		
Output	Indicator	Target
Revised TEN-T Regulation	Adoption by the Legislator	Q4 2023
Connecting Europe Facility calls-2022	Signature of Grant Agreements	Q4 2023
Connecting Europe Facility calls- 2023	Launch of the calls	Q3 2023
Revision of the CEF Transport Multi-Annual work programme	Adoption	Q2 2023
MFF Mid-term review input	Input provided to DG BUDG	2023


Specific objective 3.2: An efficient and accessible internal market for transport that drives economic recovery and is governed by clear rules that are applied and enforced consistently and where EU passenger rights are respected

In 2023, DG MOVE's **monitoring and enforcement** will focus on delivering the policy priorities set out in the Sustainable and Smart Mobility Strategy and the Fit-for-55 package while also referring to key Commission infringement priorities (non-communication, non-conformity, implementation of the Court's decisions, breaches of fundamental freedoms). DG MOVE will also strengthen its monitoring and enforcement of the application of regulations so that this task is performed in a more systematic and strategic manner, in line with the new Commission's enforcement policy⁽¹⁴⁾.

To deliver on these objectives, DG MOVE will prepare its 2023 **Enforcement Action Plan** that will implement the IAS audit recommendations on better communication with complainants and better documentation of the DG's compliance assessment tasks. It will determine enforcement objectives for 2023 and detailed actions to be taken by the various DG MOVE Directorates/Units. Likewise, DG MOVE will adapt its Infringement Vade mecum to reflect the outcome of the on-going SG-led stocktaking exercise on the implementation of Commission infringement policy.

Key measures to improve transposition, implementation and enforcement

- (-) transposition and conformity checks in areas ranging from the promotion of clean energy-efficient road transport vehicles to posting of drivers and driving licences in road transport to inland navigation, port reception facilities and the technical and governance pillars of the 4th railway package;
- (-) ensuring respect of the principles, rules and benchmarks applicable to complaint handling, raising case-handlers' awareness of the importance of complaints in gathering information on how the key tenets of the transport acquis are being implemented;
- (-) reviewing long-standing EU-Pilots with a view to providing faster solutions and thus preventing EU-Pilots from becoming a means to stall the progress of real cases;
- (-) boosting case-handler ownership of infringement, EU-Pilots and complaint cases, given that the THEMIS environment requires more active role of the case-handlers, including for certain administrative steps.

In 2023, DG MOVE will deliver the review of the existing  **passenger rights** regulatory framework aiming at better protecting passengers and their rights and making it more resilient and future proof; following the completion of the on-going impact assessment, a set of regulatory and non-regulatory measures could be proposed to support the crisis resilience of air passenger rights, to strengthen the enforcement of passenger rights in all modes of transport as well as to explore the need of passenger rights when passengers switch between transport modes during their journey. The inter-institutional negotiations on the revised **air passenger rights** are at standstill, but this proposal remains a priority. To

¹⁴ Enforcing EU law for a Europe that delivers, COM(2022)518 final

support this process and to add transparency to the current state of play of air passenger rights the Interpretative Guidelines of 2016 for Regulation (EC) No 261/2004 may need to be updated taking into account the ca 70 judgments rendered by the CJEU since 2016. Following the entry into force of the **rail passenger rights** recast in June 2021, DG MOVE will monitor Member States preparations for the new rules that will apply from June 2023. DG MOVE will also prepare the EU-wide forms to request reimbursements and compensations required by the new Regulation (Implementing Act). A fact-finding study related to **passenger rights for bus & coach** will be carried out to collect more data on the protection of bus passenger rights, including at national level, to inform the assessment of the future scope of the Regulation. Regarding **air passengers with disabilities and reduced mobility** the Interpretative Guidelines of 2012 will be updated with a targeted consultation of the stakeholders.

DG MOVE will also contribute to the reflection whether the **EU Digital COVID Certificate** system should/could be maintained for public health use cases, and/or if the underlying technology should/could be used for other broader use cases.

To raise awareness of passenger rights, DG MOVE will conduct a **Eurobarometer survey on passenger rights** and another online communication campaign to increase the awareness of all European citizens about EU passenger rights.

DG MOVE will prepare a Commission Recommendation on means to mitigate the **impact of the transition to automation and digitalisation on the transport workforce**⁽¹⁵⁾. Its objective is to make transport-specific hands-on recommendations for the just transition for transport workers. The promotion of the Recommendation will also be made in the context of the 2023 European Year of Skills.

DG MOVE will duly apply **equality mainstreaming** to its transport related policy initiatives, including through “More Women in Transport – Platform for Change”, raising awareness on equality issues by supporting a network of Diversity Ambassadors, and training DG MOVE staff.

The experience from the COVID pandemic has demonstrated the need for a more resilient and more sustainable EU air services industry. To help support achieve this, DG MOVE is considering legislative initiatives on **air services and on competitive and efficient use of airport capacity**. In that context, DG MOVE will also pursue its work in order to look at ways to further promote social responsibility and a level playing field in air transport. DG MOVE will also deliver **Guidelines on the Airport Charges Directive**, based on the work of the Thessaloniki Forum, the European Commission expert group on airport charges regulators.

¹⁵ Action 69 of the Sustainable and Smart Mobility Strategy, COM(2020) 789, to be implemented in 2023.


DG MOVE will prepare the **evaluation of the EU Agency for Railways**. Among other activities, in 2023 the Agency will continue to manage the COVID-19 information platform and monitor the application of the joint European Union Agency for Railways (ERA) and the European Centre for Disease Control (ECDC) COVID-19 protocols facilitating protection measures throughout the European rail passenger sector and in stations

To improve working conditions, ensure fair competition, enhance efficiency and quality of transport services of occasional **carriage of passengers by bus and coach**, the legislative proposal on specific driving and rest time rules for bus and coach drivers will be proposed for adoption. The proposal will provide for more adapted rules reflecting the specificities of the bus and coach sector with regard to the organisation of drivers work and rest periods.

DG MOVE also proposes to adopt a **revision of implementing Regulation (EU) 2016/480**. This should ensure access by the control bodies in charge of roadside checks to all content on national electronic registers of transport operators.

DG MOVE will also adopt an Implementing Regulation on the content of initial and **continuous training of control officers in the road sector** to facilitate the implementation of Regulation (EC) No 561/2006 and Regulation (EU) No 165/2014.

All of these key developments will be accompanied by external communication activities via DG MOVE’s [Twitter account](#) and [website](#), with the aim to reach relevant stakeholders and multipliers. Under specific objective 3.2, these activities will focus in particular on passenger rights, with a dedicated communication campaign to inform citizens about their rights, and the promotion of the results of the Eurobarometer survey.

General objective: An economy that works for people		
<i>Specific objective: An efficient and accessible internal market for transport that drives economic recovery and is governed by clear rules that are applied and enforced consistently and where EU passenger rights are respected.</i>		
<i>Related to spending programme(s): Connecting Europe Facility and Horizon 2020, Horizon Europe</i>		
Main outputs in 2023:		
New policy initiatives		
Output	Indicator	Target
Revision of Air Services Regulation (tbc)	Adoption	Q3 2023
Initiatives linked to regulatory simplification and burden reduction		
Output	Indicator	Target
 Revision of Passenger rights regulatory framework (Actions 63 and 64 SSMS)	Adoption	Q3 2023

Revision of Regulation on Driving and rest time rules for drivers involved in the occasional carriage of passengers by bus and coach	Adoption	Q1 2023
Evaluations and fitness checks		
Output	Indicator	Target
Evaluation of European Union Agency for Railways	Completion	Q4 2023
Enforcement actions		
Output	Indicator	Target
Update of the National Enforcement Bodies (NEB) websites regarding complementing the information provided by Your Europe by means of country-specific details on (i) complaint procedures and (ii) assistance and problem-solving services in that Member State	Websites of the NEBs in line with the SDG Regulation	Q4 2023
The Commission has planned visits to some Member States to ensure that they comply with the requirements established in the passenger rights Regulations. Implementing Act revising Regulation 2016/480 following adoption of the proposed revision of Regulation (EC) No 1071/2009 on access to national electronic registers. Implementation regulation on the content of initial and continuous training of control officers in the road sector to facilitate the implementation of Regulation (EC) No 561/2006 and Regulation (EU) No 165/2014.	All visits performed Adoption Adoption	6 visits Q1-Q4/2023 Q1 2023 Q4 2023
External communication actions		
Output	Indicator	Target
Communication campaign on passenger rights and update of the passenger rights application.	Visits to passenger rights pages on Your Europe	4 million visits
Communication on Eurobarometer survey on passenger rights	Social Media: Number of impressions per post	3000
Communication campaign on Revision of the passenger rights regulatory framework	Social Media: Number of impressions per post	3000
Other important outputs		
Output	Indicator	Target
Group of experts on passenger rights addressing enforcement issues in all four modes of transport including multimodal issues	Number of Member States represented	4 meetings (1 per mode)
Commission Recommendation on means to mitigate the impact of the transition to automation and digitalisation on the transport workforce (Action 69 SSMS)	Adoption	Q3 2023
Group of experts on horizontal social issues in transport (E03732): addressing labour shortages in transport	Number of Member States represented	2 meetings
Conference on labour market developments and labour shortages in the transport sector (Action 70 SSMS)	Sign specific contract under FWC	Q3 2023
Contribute to promoting gender equality in transport in the	Actions and activities	Increase 10 %

context of the “Platform for Change - Women in Transport”	under the Platform, signatures of the Declaration, increase members of the Platform	
Promote diversity in transport by supporting a network of Diversity Ambassadors in transport	First gathering of Diversity Ambassadors	Q1 2023
Conference of Diversity Ambassadors in Transport in 2024 (Action 70 SSMS)	Prepare and sign specific contract under FWC	Q3 2023
Carry out a screening of transport policies, actions, and relevant initiatives, identify and analyse equality gaps and develop practical tools and training material for DG MOVE staff to apply equality mainstreaming in their daily work.	Development of equality tools and learning material	Q4 2022 – Q2 2024
Commission expert group Reflection paper on the issue of posting of workers in the aviation sector	Publication of consultative document for Member States to assist with effective implementation at national level	Q3/Q4 2023
Consultation on a Guidelines on the Airport Charges Directive (tbc)	Targeted consultation: The Thessaloniki Forum and industry stakeholders, and Member States will be consulted on the draft guidelines	Q2 2023
Commission Guidelines on the Airport Charges (tbc) Directive	Adoption	Q3 2023

General objective 4: A stronger Europe in the world

Specific objective 4.1: A European Union that acts united in cooperation with key partners and neighbours to improve connectivity links, open-up new market opportunities and promote high safety and security standards.

Russia’s military aggression against Ukraine has had deep impact on the EU transport network and the EU transport policy. As part of the EU’s response to and building on the contingency plan for transport, on 12 May 2022 the Commission adopted an Action Plan to establish **Solidarity Lanes** to facilitate Ukraine’s agricultural exports and bilateral trade with the EU. The Solidarity Lanes have become the lifeline for Ukraine, with new logistics corridors between Ukraine and the EU now firmly established and using different transport modes (rail, road and inland waterways). The Solidarity Lanes cover trade across all sectors and go in both directions (UA-EU and EU-UA). In 2023, DG MOVE will continue its coordinating role within the Commission as well as with the Member States, Ukraine and Moldova. DG MOVE will also work on prolonging temporary transport agreements with Ukraine and Moldova.

Solidarity Lanes – key facts

(-) From May to December 2022, close to 23 million tonnes of Ukrainian agricultural goods (grain, oilseeds and related products) have been exported through the Solidarity Lanes.

(-) The total value of trade via the Solidarity Lanes since May is estimated at around EUR 60 billion, with approximately EUR 20 billion for UA exports and EUR 40 billion for UA imports.

(-) On 11 November 2022, the European Commission, Czechia, Poland, Romania, Slovakia, Republic of Moldova, Ukraine, the European Investment Bank, the European Bank for Reconstruction and Development, and the World Bank Group published a Joint Declaration announcing the pooling of EUR 1 billion for Solidarity Lanes to increase global food security and provide a lifeline for Ukraine's economy.

(-) Solidarity Lanes national contact points – regular meetings chaired by DDG MOVE to solve day-to-day issues, prepared by an inter-service group.

(-) Close cooperation with Ukraine and Moldova.

(-) Close coordination with the other crisis and contingency mechanisms, such as the EU Integrated Political Crisis Response and Solidarity Platform



Following **the extension of the TEN-T corridors to Ukraine, Moldova and the Western Balkans partners**, the Commission engaged a review of the TEN-T (core and comprehensive) networks with these countries in 2022. The maps shall form part of Annex 4 of the revised TEN-T Regulation that is expected to be adopted in Q4 2023.

Within the context of the support of the CEF to the border crossing points and solidarity lanes related projects, and upon official request of Ukrainian and Moldovan authorities, it is expected to continue negotiations and finalise the specific agreements for both countries for the association to the CEF Transport programme. The association agreements will allow to deepen the cooperation with the EU bordering Member States for the co-funding of transport infrastructure investments.

DG MOVE will continue contributing to work on **potential restrictive measures in the transport sector against the Russian Federation and Belarus**, as necessary. DG MOVE has already identified powerful and efficient sanctions covering all transport modes that have contributed to drastically limiting the capacity of the Russian Federation to wage its war of aggression against Ukraine. DG MOVE will further cooperate with lead Commission services to ensure the full enforcement of EU restrictive measures and avoid their circumvention. In addition, where relevant, DG MOVE will continue reaching out to international partners to encourage them to align their practices on EU sanctions and not to allow for their circumvention. Likewise, DG MOVE will continue contributing to the isolation of the Russian Federation and Belarus in international forums.

Following the closer involvement of Ukraine, Moldova and Georgia in the **Transport Community Treaty**, DG MOVE will engage in discussions with the EU Member States and the Western Balkan Partners on TCT revision and full membership for the Trio. Closer alignment in terms of transport policy between the Trio and the EU would also contribute to the pre-accession agenda of Moldova and Ukraine, and to the European perspective of Georgia.

By holding the next Transport Dialogue meetings not only with Ukraine, but also with Georgia and Azerbaijan in 2023, DG MOVE ensures engagement with the **South Caucasus** across all transport modes and horizontal issues. MOVE will continue to support **Black Sea connectivity** (prioritised by Georgia), building on the NEAR-funded actions, including a feasibility study on ferry/feeder lines between EU and Georgian ports which is expected to be completed by June 2023.

In 2023, DG MOVE will continue to work on the implementation of the EU-UK Trade and Cooperation Agreement (TCA), in the field of transport. DG MOVE will continue engaging with the **EEA EFTA States** on the implementation of the transport aspects of the EEA Agreement, including on the timely incorporation of the relevant transport acquis into the Agreement. DG MOVE will also continue its active engagement in the transport part of the negotiations on an Association Agreement with **Andorra, Monaco and San Marino**.

Cooperation with **Türkiye** will continue, especially as regards the implementation of the EU-funded Halkali Kapikule rail line project and in line with the Global Gateway approach.

In the **Southern Neighbourhood**, the multimodal cooperation aimed to promote and harmonise EU transport standards within the Regional Transport Action Plan (RTAP) will continue through the implementation of the new RTAP until 2027. DG MOVE will pursue its support to accelerate the establishment of the **Trans-Mediterranean Transport Network and its future connections with the TEN-T** through an agreement to be reached with the relevant Mediterranean partners 2022.

With **China**, exchanges are expected to pick up again in 2023, possibly with the next Maritime Transport dialogue taking place in spring (TBC) and the Summit and the High-Level Economic Dialogue usually scheduled for (late) spring as well.

DG MOVE will steer the ongoing MOVE-INTPA study on sustainable transport connections between Europe and **Central Asia** (implemented by the EBRD) towards conclusion by mid-2023. The presentation of the study's final results will be organised as a final conference in Central Asia.

DG MOVE will continue organising meetings at the highest technical level with third countries through **Transport Dialogues** with **Japan**, the **Republic of Korea**, **ASEAN** and **Singapore**, and launch new ones with **Australia** and possibly **Mexico**.

In **South East Asia**, DG MOVE will step up its engagement with relevant ASEAN Member States to enhance the social sustainability of maritime transport links (cooperation on the training and working conditions of seafarers and enhancing passenger ship safety), and provide assistance on aviation safety and environmental protection standards (including for the latter also North Asian and South Asian, countries). DG MOVE will continue cooperating with **Japan** and **India** under the respective Connectivity Partnerships and in light of the renewed impetus provided by the Indo-Pacific Strategy and the Global Gateway.

In 2023, DG MOVE will continue contributing to the strengthening of transport cooperation with the **Gulf Cooperation Countries** in line with the Joint Communication on a partnership with the Gulf.

While **Colombia** and **Mexico** will remain key priority countries in enhancing transport cooperation with the region, assistance will continue to be provided on aviation safety and environmental protection to **Latin American and Caribbean countries**.

In **Africa**, DG MOVE will continue supporting the Single African Air Transport Market (SAATM), aviation safety and environmental protection as well as the creation of an African Road Safety Observatory (in line with the recommendations of the Africa-Europe Alliance Task Force on Transport of 2020).

Strengthening the cooperation on sustainable and smart mobility with the **United States** will continue both bilaterally and in international organisations, including in the framework of the EU-US Trade and Technology Council.

The Japanese Presidency of **G7** will organise a **Transport Ministerial** on 16-18 June in Ise-Shima. DG MOVE will also contribute to other G7/G20 agendas, notably in relation to global food security discussions (together with DG AGRI on the implementation of the Solidarity Lanes action plan).

DG MOVE will keep working to encourage global coordination and the closest possible alignment on sustainable and safe resumption of international travel and the fair treatment of transport personnel, notably within the **G7** and **G20** and **WHO**.

DG MOVE will lead the work at the **International Maritime Organization (IMO)** to develop policy, measures and standards on safety, security and social and environmental sustainability of shipping. DG MOVE priorities for progress are on the Green House Gas agenda pushing for IMO to deliver on the revision of the Strategy on reducing greenhouse gas emissions from shipping, raising its levels of ambition to phase-out emissions by 2050, as well as on the technical and economic mid- and long-term implementing measures. In addition, DG MOVE will continue working on the development of safety guidelines for

alternative fuels and on reducing pollution from various sources at global level. It will also aim to move forward the digitalisation of global shipping and notably the regulatory scoping exercise on autonomous shipping. To this end, DG MOVE will put forward numerous proposals to the Council for submissions to IMO, several proposals for Article 218(9) Council Decisions for EU positions at IMO meetings and detailed position papers to coordinate the stance and interventions of the EU at the IMO.

In the **inland waterways** transport sector, the EU will continue its close cooperation with international organisations, such as the UN-ECE⁽¹⁶⁾, CESNI⁽¹⁷⁾, CCNR⁽¹⁸⁾ or the Danube Commission, on various topics related to standards and safety as well as with relevant third countries. The Commission will propose several Council decisions in order to establish a coordinated EU position in these organisations. In addition, the Commission will continue to financially support CCNR, CESNI and the Danube Commission through CEF. The upcoming Grant agreement with the Danube Commission (envisaged to start in Jan 2023) will deliver – amongst others – hands on, operational support on the ground via the “Danube Solidarity Lane Coordination Desk” operated by DC. The close and successful cooperation of the Danube Commission and EC will continue to facilitate cross-border logistics chains, including with non-EU countries, and promote Danube ports for EU-UA cargo flows.

Assistance on aviation safety and environmental protection standards will continue in **North, South** and **South East Asia countries, Latin America**, and **Africa** through dedicated technical cooperation projects. DG MOVE will also regularly update the EU Air Safety List, in close coordination with the EU Ramp Inspection Programme, and the EASA Third Country Operator authorisations activity,

In 2023, DG MOVE will continue to attract the Contracting Parties to the multilateral **Interbus Agreement** to join the Interbus Protocol on the international regular and special regular carriage of passenger by coach and bus. DG MOVE will also aim at having the draft Interbus Joint Committee Decision adopted and implemented by all Contracting Parties to update the Interbus Agreement to technical and legislative progress.

DG MOVE will continue to negotiate the implementation of the **smart tachograph** in the European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) during 2023. The use of the same type of tachograph across the AETR territory ensures that rules on driving times and rest periods are uniformly enforced among EU Member States and neighbouring countries.

DG MOVE will engage in work in the framework of UNECE to develop a **global convention on the contract for international carriage of goods by rail** as an interface law and optional alternative to the two existing regional regimes of Organisation for Co-operation Between Railways (OSJD) and Intergovernmental Organisation for International Carriage by

¹⁶ The United Nations Economic Commission for Europe.

¹⁷ Comité européen pour l'élaboration de standards dans le domaine de la navigation intérieure (CESNI).

¹⁸ Central Commission for Navigation on the Rhine (CCNR).

Rail Dangerous Goods (OTIF). This is particularly relevant to the transport of goods by rail between Europe and Asia.

All of these key developments will be accompanied by external communication activities via DG MOVE's [Twitter account](#) and [website](#), with the aim to reach relevant stakeholders and multipliers. Under objective 4, these activities will focus on the EU-Ukraine Solidarity Lanes and the planned EU-Arab and EU-India aviation summits.

General objective: A stronger Europe in the world		
Specific objective: A European Union that acts united in cooperation with key partners and neighbours to improve connectivity links, open-up new market opportunities and promote high safety and security standards.		
<i>Related to spending programme(s): Connecting Europe Facility and Horizon 2020, Horizon Europe</i>		
Main outputs in 2023:		
New policy initiatives		
Output	Indicator	Target
The Interbus Protocol on regular and special regular carriage of passenger services by coach and bus signed and ratified by a majority of Contracting Parties of the Interbus Agreement.	Number of signatures / ratifications.	7
Enforcement actions		
Output	Indicator	Target
Alignment of AETR with provisions of Regulation 561/2006 and of Tachograph Regulation 165/2014, as amended by Mobility Package 1	provisional agreement of AETR countries to align AETR	Q4 2023
Alignment of Directive 2008/68/EC with Commission Delegated Directive C (2022) 6601 to integrate the edition 2023 of the International Agreements RID/ADR/ADN on transport of dangerous goods	Transposition of the new Delegated Directive	Q4 2023
External communication actions		
Output	Indicator	Target
Communication campaign on Solidarity Lanes	Unique page views of the Solidarity Lanes page on EUROPA	2500 unique page views
Aviation Summits	Number of hashtag mentions per event	50
Other important outputs		
Output	Indicator	Target
Well-functioning Solidarity Lanes	Trade volume	Not lower than 2022
Revised TEN-T maps for Western Balkans, Ukraine and Moldova	Adoption	Q4 2023

Position papers and proposals for Council decisions to establish EU positions for IMO meetings. Union submissions to bring forward detailed and concrete proposals on environment and safety-related topics.	Council agrees or adopts these documents	Position papers and Union submissions in all quarters of 2023. Proposals for Council decisions in Q1/2 2023 (timing subject to IMO meeting schedule).
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General objective 5: Promoting our European way of life

Specific objective 5: high levels of transport safety and security are ensured and new security and safety challenges are addressed

A proposal to revise Directive (EU) 2015/413 facilitating **cross-border exchange of information on road-safety-related traffic offences** will be expected to deliver better cross-border enforcement on an extended scope of offences, based on tailored, digitised cross-border investigation and mutual assistance procedures. This will contribute to the EU road safety and to strengthening fundamental rights of presumed offenders.

Road safety will be reinforced also with a revision of Directive 2006/126/EC **on driving licences**. Besides introducing an EU digital driving licence, it will encourage safer behaviours of novice drivers.

DG MOVE will present the proposal for a **revised EMSA mandate** to better define and expand the role of EMSA in the field of sustainability (extension of ETS to maritime transport, FuelEU maritime, zero pollution action plan) and digitalisation / monitoring and surveillance systems, while updating and enhancing the continuously developing safety and security tasks undertaken by the Agency.

On **maritime safety**, DG MOVE will deliver on the set of measures stemming from the 2018 Fitness check. These will include revising legislation on **maritime accident investigation, port state control and flag state responsibilities**. For Flag State requirements, the revision aims at strengthening what is the first line of defence and therefore the preventive approach of the EU maritime safety acquis, which is no longer consistent and aligned with the IMO instruments. For Port State Control and Accident Investigation, a number of improvements and adaptations will be proposed to align with international instruments, exploit the efficiency gains offered by digitalisation and information sharing and better use resources at national and EU level, building on the role and support provided by EMSA to both the Commission and Member States.

The evaluation of the Directive on **fishing vessel safety** will be finalised. It addresses the non-ratification of the relevant international agreement and will explore if any regulatory gaps in safety exist. It will also consider whether the legislation is able to deliver on its objectives given technological developments. The evaluation will also look into the scope of the Directive that excludes smaller fishing vessels (less than 24 metres), the sector in which a major proportion of accidents occur.

The adoption of an Implementing Regulation on **marine equipment standards** covering the design, construction and performance requirements and testing standards for Marine equipment is planned by the summer of 2023. DG MOVE supports Member States' market surveillance authorities by organising targeted administrative cooperation group meetings. In parallel, EMSA will continue its visits and inspections.

DG MOVE systematically verifies the level of implementation of the Directive on minimum levels of **training of seafarers** in EU Member States. DG MOVE will pursue current infringement procedures. EMSA is assisting the Commission and has planned visits to Member States to ensure that they comply with the minimum requirements established in the Directive.

DG MOVE will work on the implementation of the 2022 **military mobility action plan** to boost military deployment capacity. This will include joint work with EEAS and NATO to identify possibilities for short-notice, large-scale movements to improve long-term infrastructure planning and optimal use of this infrastructure. CEF Transport will continue supporting projects under Action Plan for Military Mobility to adapt the TEN-T for the civilian- military dual-use with the publication of the CEF Military Mobility 2023 calls. These aim at awarding projects contributing to the achievement of the dual-use requirements along the TEN-T. Among other projects, the enhancement of the Solidarity Lanes will be supported, responding to the geopolitical crisis resulting from Russia's military aggression against Ukraine and helping the country ensure freight and passengers mobility towards the EU and vice versa.

DG MOVE will assess the European Aviation Safety Agency performance in relation to its objectives, mandate and tasks as well as the impact of this Regulation, the Agency and its working practices in establishing a high level of **civil aviation safety**⁽¹⁹⁾, its contribution to the post-COVID recovery, as well as assisting the Ukrainian air transport sector. The Commission will forward its report to the European Parliament, the Council and the EASA Management Board.

All of these key developments will be accompanied by external communication activities via DG MOVE's [Twitter account](#) and [website](#), with the aim to reach relevant stakeholders and multipliers. Under objective 5, these activities will focus in particular on the publication of the annual EU road safety statistics per country and the update of the Air Safety List.

¹⁹ Regulation (EU) 2018/1139 (i.e. the 'EASA Basic Regulation'), art. 124

General objective: Promoting our European way of life**Specific objective: High levels of transport safety and security are ensured and new security and safety challenges are addressed.***Related to spending programme(s): Connecting Europe Facility and Horizon 2020, Horizon Europe***Main outputs in 2023:****New policy initiatives**

Output	Indicator	Target
Review of EMSA Founding Regulation	Adoption	Q2 2023
Proposals on Maritime Accident Investigation, port state control and flag state responsibilities	Adoption	Q2 2023

Initiatives linked to regulatory simplification and burden reduction

Output	Indicator	Target
Revision of Directive 2006/126/EC of the European Parliament and of the Council of 20 December 2006 on driving licences	Adoption	Q1 2023
Revision of Directive (EU) 2015/413 facilitating cross-border exchange of information on road-safety-related traffic offences	Adoption	Q1 2023

Evaluations and fitness checks

Output	Indicator	Target
Evaluation of Fishing Vessel Safety Directive	Staff Working Document	Q2 2023
Evaluation of the EU Aviation Safety Agency (EASA) as per Article 124 of Regulation 2018/1139	Staff Working Document Report to the European Parliament and Council	Q3 2023

Enforcement actions

Output	Indicator	Target
Updates to the EU Air Safety List	Two amendments to Regulation 474/2005 establishing the EU Air Safety List	June and November 2023

External communication actions

Output	Indicator	Target
Announcement of annual road safety statistics	Number of press clippings	50
Communication on new road safety proposals	Social Media: Number of impressions per post	3000
Air Safety List (press release two times per year)	Unique page views of the air safety list	100 000 unique page views and unique 50 000 downloads of the list.
Communication on Maritime Package	Social Media: Number of impressions per post	3000

Other important outputs

Output	Indicator	Target
Marine Equipment, Implementing Regulation	Adoption	Q3 2023
Implementing and delegated acts on aviation safety (airworthiness and maintenance, air operations (including drones), air traffic management, flight crew licensing)	Adoption	2023
CEF Military Mobility calls 2023	Launch of the call	Q2 2023

PART 2. Modernising the administration: main outputs for 2023

The internal control framework²⁰ supports sound management and decision-making. It notably ensures that risks to the achievement of objectives are taken into account and reduced to acceptable levels through cost-effective controls.

DG MOVE has established an internal control system tailored to its particular characteristics and circumstances. The effective functioning of the service's internal control system will be assessed on an ongoing basis throughout the year and be subject to a specific annual assessment covering all internal control principles.

DG MOVE will take the necessary actions to further deploy the human resources according to the Commission priorities, to endure sound financial management, an effective functioning of its internal control system and effective fraud risk measures, to advance digital transformation and reduce the environmental impact of our activities.

Throughout 2023, DG MOVE will continue with its awareness-raising activities on internal control, fraud prevention and personal data protection. DG MOVE will also ensure the timely implementation of the recommendations issued by the European Court of Auditors and the Internal Audit Service through regular follow-up.

A. Human resource management

In view of DG MOVE's heavy agenda described in part 1 of the Management Plan, the effective management of the DG's human resources will remain a high priority in 2023.

DG MOVE will continue implementing the new Corporate HR Strategy at local level. The DG will also review its local HR Strategy in order to align it with the actions foreseen at corporate level.

DG MOVE will further take actions to attract female candidates to middle management functions (**Indicator 1**). Following the 2020 Commission decision on gender targets²¹, DG MOVE will carefully assess current and future management vacancies in the DG and will continue to be active in opening the career path towards middle management and Deputy Head of Unit occupation by AD females. DG MOVE is supporting DG HR's Female Talent Development Programme by identifying participants and mentors for each edition.

DG MOVE will keep up its efforts to implement a human resources policy where diversity is regarded as a source of enrichment, innovation and creativity and where inclusion among DG MOVE staff is promoted by managers and all staff. DG MOVE Equality Mainstreaming

²⁰ [Communication C\(2017\)2373 - Revision of the Internal Control Framework](#)

²¹ SEC(2020)246

Work Plan includes a number of actions on both the internal and external perspectives of equality mainstreaming.

In order to retain a competent workforce and to maintain high staff engagement (**Indicator 2**), DG MOVE will continue working towards an internal mobility framework for permanent staff.

Given the new corporate Learning & Development (L&D) policy and the reduction of L&D budget, the planning of some actions for 2023 may need to be re-considered (e.g. trainings, team-events, etc.).

In addition, DG MOVE's internal communication actions have also consistently ensured that the relevant information for work and well-being reaches all colleagues, consolidated a stronger and more interconnected network of staff, and reassured colleagues that they receive the news in real time, thus substantially contributing to a continuous high level of staff engagement. These actions will continue in 2023 as well.

Objective: DG MOVE employs a competent and engaged workforce and contributes to gender equality at all levels of management to effectively deliver on the Commission's priorities and core business.

Main outputs in 2023:

Output	Indicator	Target
Internal mobility framework for permanent staff	Framework launched	By Q2 2023
Statistics on female representation provided to the DG; identifying possibilities and talented female ADs to increase female first time appointments on middle management posts	Frequency of the statistics provided to the DG	Quarterly and when Head of Unit positions become vacant
Promote female talent by organising initiatives targeted at female staff	Number of initiatives	At least one initiative by December 2023.
Organise internal training courses and (online/physical/hybrid) on job-specific and transport & mobility topics	Number of courses and lunch-time conferences	At least four courses by December 2023
Continue the bi-annual new-comers welcoming sessions	Number of sessions	Two sessions by December 2023
Review Local HR Strategy	Local HR Strategy updated	By Q2 2023
Conference on diversity topics	Conference organised	By end 2023

Output	Indicator	Target
Organise DG/Senior management meetings with or send messages to all staff around key moments (e.g. implementation of Mobility Strategy actions, adoption of major EC initiatives)	Number of meetings/ messages	Throughout the year
Internal communication of events	Creating and disseminating internal communication Newsletters (including sections such as message from the Director-General, happening in the DG, welcoming newcomers, etc.).	Four newsletters by December 2023

B. Sound financial management

The overall objective for 2023 remains to plan, implement, monitor and report on the spending of financial resources in compliance with the sound financial management principle and to ensure that the control procedures provide the necessary guarantees concerning the legality and regularity of the underlying transactions, including prevention, detection, correction and follow-up of irregularities and/or fraud.

Regular dedicated meetings of the senior management in the Control Board fosters appropriate monitoring of all processes necessary to ensure optimal use of budget resources to finance the evolving DG's priorities.

DG MOVE has an **effective and efficient internal control system**, aligned with the budget implementation methods and ensuring compliance with the principle of sound financial management. The effective functioning of the service's internal control system will be assessed on an ongoing basis throughout the year. It will be subject to a specific annual assessment covering all internal control principles, while taking into account other sources of information, such as audit observations, exceptions and non-compliance and other measurements.

DG MOVE will further build upon existing **risk-oriented controls** in 2023 with a view to maintain a robust and sound control strategy, while streamlining it to the needs of the new multi-annual financial framework. DG MOVE will support the Commission's efforts to modernise and digitalise the budget and financial management through its participation to the dedicated working groups.

In 2023, DG MOVE will, through the implementation of its control strategy, gain **assurance on the legality and regularity** of the use of budgetary appropriations falling under its responsibility and minimise the value at risk, by continuing to ensure that appropriate preventive and corrective mechanisms are in place as a matter of high priority. It will proactively work with other services to ensure that the multiannual residual error rate does not exceed 2%.

The achievement of this objective will be mainly supported by the following actions:

- The performance of **ex-ante financial controls**.
- The deployment of an Audit strategy for **ex post audits**.
- The timely application of **financial corrections**, when needed.
- A regular **follow-up of** the state of implementation of all outstanding and overdue audit **recommendations** issued by the IAS, ECA and the Discharge Authority.

DG MOVE will also pursue, in 2023, its efforts towards a more efficient budget implementation and monitoring, under its budget implementation action plan. This plan, which also contains a procurement plan, provides reinforced support to line units and aims at a more coherent use of resources during the year, promote simplified procurement procedures and reduce the use of global commitments.

DG MOVE will ensure efficient **supervision of the entrusted entities**, in accordance with its supervision strategy. Active participation in governance bodies and the regular review and reporting of risks and indicators at each Control Board will ensure that resources are used in line of these entities' mandate and the EU political priorities. Additional supervision activities and interaction is expected due to the high impact of inflation on the entities' budget and the limited means at their disposal to absorb it.

Objective 1: The authorising officer by delegation has reasonable assurance that resources have been used in accordance with the principles of sound financial management and that cost-effective controls are in place which give the necessary guarantees concerning the legality and regularity of underlying transactions.

Main outputs in 2023:

Output	Indicator	Target
Effective controls: Legal and regular transactions	Estimated risk at payment and at closure for Horizon 2020 grants	as close as possible to 2%
	Estimated risk at payment and at closure (including Horizon Europe ²²)	below 2%
Efficient controls	Budget execution and timely payments	remains ≥ 95% of payment appropriations and remains ≥ 95% of payments (in value) on time
Economy of controls	Overall estimated cost of controls	remains 2% of funds managed ²³

²² No representative error rate for Horizon Europe will be available in 2022 and 2023 as the ex-post audit campaign for the Programme will start at the earliest end of 2023.

²³ Except for cases where the amount of relevant expenditure is limited (e.g. settlement of legacy projects) and cases for which a reinforced monitoring is necessary

Objective 2: The budget preparation, implementation and regular monitoring throughout the budget year ensures the adequate financing of DG MOVE priorities.

Main outputs in 2023:

Output	Indicator	Target
Optimal use of budget resources (commitment appropriations)	Budget execution for commitment appropriations	remains > 98% of commitment appropriations
Regular reporting on budget execution to DG MOVE management	Frequency of reporting	Reports to management issued at least 3 times per year and Control Board meetings at least 2 times per year

Objective 3: DG MOVE develops a comprehensive, solid and effective strategy of the supervision of entrusted entities and contributes to the steering of their operational, administrative and financial activities.

Main outputs in 2023:

Output	Indicator	Target
Active participation in the governance of the entrusted entities.	Percentage and coverage of participation in Boards and Committees	90% through participation in meetings and other contributions, covering budget, programming and reporting
Effective risk-based supervision of the entities	Frequency and coverage of the supervision	100% of the entities at least twice per year (Control Boards)

C. Fraud risk management

The Commission last updated its Anti-Fraud Strategy in 2019 (“the 2019 CAFS”) with two new priorities in fighting fraud: (i) measures to build stronger analytical capabilities and (ii) a more centralised oversight mechanism of anti-fraud actions. In 2023, DG MOVE will be associated to the update of the CAFS action plan, in line with the revised priorities of the Commission.

DG MOVE Anti-fraud Strategy was revised in October 2020. In 2023, DG MOVE’s anti-fraud actions are expected to focus on four priority areas, namely:

- Revising the action plan in alignment the update of the CAFS;
- Awareness raising, training and communication activities in cooperation with OLAF;
- Efficient detection, reporting and handling of fraud, by updating fraud indicators and “red flags”;
- Supervision of and advice to its entrusted entities on the update of their own Anti-Fraud Strategies.

Objective: The risk of fraud is minimised through the application of effective anti-fraud measures and the implementation of the Commission Anti-Fraud Strategy (CAFS) ²⁴ aimed at the prevention, detection and correction ²⁵ of fraud.

Main outputs in 2023:

Output	Indicator	Target
Awareness raising campaign	% of staff reached through workshops, conferences or other direct methods	> 80%
Reporting to management	Number of reports on the implementation of the Anti-Fraud Strategy	At least two times per year
Implementation of Anti-Fraud Action Plan (2023-2025)	% of implementation	100% of the 2023 actions by December 31, 2023

D. Digital transformation and information management

DG MOVE will enhance productivity and teamwork with easy sharing and co-editing of documents and pages, share information in a structured and user-friendly way and benefit from M365 tools interoperability to make the best use of the collaborative tools. This will enhance the management, sharing, discovery and reusability of data, information and knowledge.

In 2023 all old SharePoint sites and Connected groups will be migrated to the new SharePoint Online technology. In the context of the framework of the Dual Pillar Approach, DG MOVE will build a pilot using Low Code technology available in M365.

As regards IT security, DG MOVE will continue to monitor and update its security plans, in line with corporate rules following a risk-based approach. The Local Informatics Security Officer (LISO), IT Security Officer and his team continue to raise awareness about IT security cross the DG by providing trainings to staff and to managers, specific secure coding training for developers, and informing through newsletters, intranet and email. DG MOVE will pursue its efforts to ensure that its IT systems comply with IT security rules.

In addition, with the ever increasing threat landscape, DG MOVE will continue building its capacity and maturity in IT security by increasing security awareness, improving security of IT infrastructure and improving the secure software development lifecycle.

²⁴ Communication from the Commission ‘Commission Anti-Fraud Strategy: enhanced action to protect the EU budget’, COM(2019) 196 of 29 April 2019 – ‘the CAFS Communication’ – and the accompanying action plan, SWD(2019) 170 – ‘the CAFS Action Plan’.

²⁵ Correction of fraud is an umbrella term, which notably refers to the recovery of amounts unduly spent and to administrative sanctions.

To increase information security, the objective is that most staff members would have migrated to Welcome by end 2023.

DG MOVE will also continue modernising its data management practices in line with the Commission data governance and policy. The local data inventory will be extended to further data assets and relevant metadata. DG MOVE will further implement data principles and data flows in its key systems and will make adjustments as necessary to accommodate the new ways of working.

In 2023, DG MOVE will maintain its efforts to raise awareness on security and personal data in ARES and to enhance and optimise electronic workflows.

The inventory of preservation needs completed by DG MOVE in 2022 will be assessed and the integration of IT systems with the corporate management system HAN will continue to be monitored under the framework of the Digital Preservation Strategy.

As regards the compliance with the Data Protection Regulation 2018/1725, DG MOVE will continue to monitor and update its contributions to the Data Protection Management System (DPMS), in line with corporate guidelines. The Data Protection Coordinator (DPC) will continue to provide advice on data protection matters and raise awareness about data protection across the DG by providing trainings to staff and to managers. The DCP will disseminate information via the Data Protection Correspondents network and through the Data Protection Corner of MOVE.SRD.

Objective: DG MOVE is using innovative, trusted digital solutions for better policy-shaping, information management and administrative processes to forge a truly digitally transformed, user-focused and data-driven Commission

Main outputs in 2023:

Output	Indicator	Target
Implementation of the digital strategy principles by the most important IT solutions (namely TENtec, MOVEHUB, Inland Waterways)	Degree of implementation of the digital strategy principles by the most important IT solutions	TENtec - 100% MOVEHUB - 100% KSDA - 100%
Implementation of the corporate principles for data governance for DG MOVE's key data assets	Percentage of implementation of the corporate principles for data governance for [the service's] key data assets	Interim milestone by 2023: 70%
Use of corporate data management tools in alignment with DIGIT.D1 recommendations	Number of use cases	2 new cases by December 2023
Enhancing staff skills in QlikSense	Number of information sessions	1 lunchtime conference
MOVE IT systems with a security plan	Percentage of IT systems with a security plan	85% IT systems with a security plan
MOVE IT systems using EU Login	Percentage of IT systems using EU Login	85% IT systems using EU Login

Output	Indicator	Target
MOVE IT SNC systems using Multiple Factors Authentication (MFA)	Percentage of IT SNC systems using MFA	75% IT systems using MFA
MOVE IT systems onboard in the Governance Risk and Compliance tool (GRC)	Percentage of IT systems onboarded on GRC	100% IT systems onboarded on GRC
Raising cybersecurity awareness	Number of local awareness initiatives	At least three
Implementing the new SharePoint Online technology	Number of old SharePoint sites and Connected sites still in production.	0%, all old SharePoint sites and Connected sites have been migrated or decommissioned.
Training staff in the new SharePoint Online technology	Number of staff who have followed a training on the new SharePoint Online technology.	At least 50 staff members have followed a training on the new SharePoint Online technology.
Migration to Welcome	Number of staff members who have migrated to Welcome.	100% of staff members, not having software or technical constraints, migrated to Welcome.
Promoting the knowledge sharing	Number of new SharePoint Online sites in the DG.	50 new SharePoint sites in the DG, corresponding on average 1 site per unit.
Documents are retrievable in ARES and properly filed – staff with easier access to information	<ul style="list-style-type: none"> a. Percentage of registered documents that are not filed b. Integration of IT systems with the corporate records management system HAN (HermesAresNomcom) 	<ul style="list-style-type: none"> a. Below 2% b. Assessment of systems identified in the inventory of preservation needs
Reduce paper and electronic storage	<ul style="list-style-type: none"> a. Transfer/elimination of closed paper files b. Transfer/elimination of closed electronic files c. Percentage of digitalised documents from local archives (Adonis) to be preserved. 	<ul style="list-style-type: none"> a. Clean-up operation of local archives in DM24 and DM28 and elimination/transfer of closed paper files to the Historical Archives b. First review action to electronic files with Administrative Retention Period expired in HPS c. 100% of Adonis documents identified during the clean-up operation
Increase the efficient use of electronic workflows	<ul style="list-style-type: none"> a. Promoting the use of Qualified Electronic Signature (QES) single workflow b. Percentage of electronic signatories with a paper circulation in parallel c. Workshops/trainings 	<ul style="list-style-type: none"> a. Updated guide on QES workflow b. Below 5% c. At least two ARES workshops

Output	Indicator	Target
Increase awareness of DG MOVE staff on personal data protection rules	<ul style="list-style-type: none"> a. Information session on data protection b. Percentage of updated corporate instructions /guidelines published on the Data Protections Corner c. Percentage of staff that will attend the awareness training in 2023 	<ul style="list-style-type: none"> a. At least 2 information sessions per year b. 100% c. 15%
Establish records for new processing operations; Update records for existing processing operations	<ul style="list-style-type: none"> a. Percentage of records for new identified processing operations b. Percentage of records 	<ul style="list-style-type: none"> a. 100% records of new identified processing operations b. 100% records up-to-date

E. Sound environmental management

DG MOVE will continue to reduce its environmental impact by promoting eco-friendly actions, in line with the Commission objective to become climate-neutral by 2030 and the EMAS corporate action. In particular, DG MOVE will closely collaborate with OIB to implement actions aiming at reducing the CO2 footprint. DG MOVE will continue to foster the use of remote meetings and events as alternatives to missions through enhanced digitalisation and equipment of its meeting rooms with innovative videoconference facilities.

DG MOVE will promote zero-emission modes of transport, inter alia via VeloWalk, EU Mobility week and TakeYourStep campaigns. It will be coupled with better provision of necessary infrastructure and facilities for colleagues who walk, run or cycle to their place of employment.

DG MOVE has been actively participating in corporate initiatives led by OIB regarding waste management and will continue to do so in 2023. DG MOVE's efforts will concentrate on informing staff on switching off lights, chasing water leaks, sorting waste, etc.

Concerning the Green Public Procurement, DG MOVE mainly procures services related to studies and evaluations, which are not concerned by the priority sectors for implementing Green Public Procurement. Nevertheless, DG MOVE will coordinate with Central services on the possibility to include certain requirements in its future tenders.

Objective: DG MOVE takes account of its environmental impact in their actions and actively promotes measures to reduce the related day-to-day impact of the administration and its work, with the support their respective EMAS Correspondents/EMAS Site Coordinators.

Main outputs in 2023:

I. More efficient use of resources (energy, water, paper):

Output	Indicator	Target (2019 as baseline, as appropriate)
Priority action to support the Greening the Commission Communication and action plan		
Participation in corporate energy saving actions, by closing down DG/service's buildings during the Christmas and New Year's / summer holiday period, and/or optimisation of the temperature in EC buildings.	Number of DG/service's buildings participating in: - end of year energy saving action - optimisation of comfort hours and/or comfort temperature	2 buildings: DM24 and DM28 (100 % of DG buildings)
Other recommended actions		
Staff awareness actions to reduce energy use in the framework of EMAS corporate campaigns and/or awareness actions about DG/service's total energy consumption in collaboration with OIB/OIL ⁽²⁶⁾ where appropriate.	Number of actions related to • Energy consumption • Water consumption	• 2 • 2
	Number of new actions introduced in relation to paperless working methods	2
Staff awareness actions to reduce water use (for example ensuring that staff use the technical services hotline ⁽²⁷⁾ to report leaks) in the framework of EMAS corporate campaigns and/or	Number or % of staff informed related to • Energy consumption • Water consumption • Paperless working methods	100% informed

²⁶ See OIB – Environmental Building Performances for Brussels and OIL- Environmental Building Profiles for Luxembourg.

²⁷ For example, for Brussels: Email: OIB-55555@ec.europa.eu and Tel: 55555 and for Luxembourg: Email: OIL-DISPATCHING-CENTRAL@ec.europa.eu and Tel: 32220.

Output	Indicator	Target (2019 as baseline, as appropriate)
<p>awareness raising actions about DG/service's water consumption in collaboration with OIB/OIL where appropriate.</p> <p>Paperless working methods at DG level (such as paperless working: e-signatories, financial circuits, collaborative working tools) and staff awareness actions to reduce office paper use in the framework of EMAS corporate campaigns and/or raise awareness about DG/service's office paper use in collaboration with OIB/OIL where appropriate.</p>	See section D (digital transformation and information management)	See section D (digital transformation and information management)
II. Reducing CO₂, equivalent CO₂ and other atmospheric emissions		
Output	Indicator	Target (2019 as baseline)
Priority action to support the Greening the Commission Communication and action plan		
<p>Analysis of DG/service's missions trends / patterns (based on corporate EC-staff's and experts' professional trips (missions ²⁸), optimise and gradually reduce CO2 emissions (e.g. by reducing the number of participants in the same mission, promoting more sustainable travelling options, promoting videoconferencing/ virtual events as an alternative).</p>	<p>Signed the EC DG/service Travel Pledge</p> <p>CO2 (t) emissions from DG/service's missions</p> <p>CO2 (t) emissions from DG/service's expert meetings</p>	<p>Yes</p> <p>Reduction of DG MOVE CO2 emissions from missions</p> <p>Reduction of emissions from expert participating in meetings for which DG MOVE is in the lead</p>
Other recommended actions		
Staff awareness actions on	Number or % of staff informed	Number or % of staff informed

²⁸ Data provided by PMO/MiPs.

Output	Indicator	Target (2019 as baseline)
reducing GHG emissions (such as actions on sustainable commuting during EU Mobility week and VeloWalk corporate events) and/or raise staff awareness on sustainable commuting in collaboration with OIB or OIL (e.g. availability of bike parking facilities, lockers and showers, promote the reduction of parking spaces' use amongst staff).	% of sustainable commuters ⁽²⁹⁾ at DG/service	Increase % of sustainable commuters at DG/service (%) ⁽³⁰⁾
Staff awareness actions on digital pollution and gradual change of behaviours avoiding heavy emails, encouraging the use of ICT platforms, avoiding unnecessary storage of data.	Number of events organised	2
Increased use of Video-conferencing (VC) meeting rooms for meetings with stakeholders in the DG, in collaboration with DG SCIC and OIB.	Number of VC equipment for hybrid meetings	Equipment of all senior managers' offices with VC equipment for hybrid meetings.

III. Reducing and management of waste

Output	Indicator	Target (2019 as baseline)
Priority action to support the Greening the Commission Communication and action plan		
Implementation of the EC Guidelines for sustainable meetings and events, e.g. sustainable catering, reduce/eliminate single-use plastics, gadgets/gifts.	Number of green events	1 event
Other recommended actions		
Staff awareness actions about waste reduction and sorting in the framework of EMAS corporate campaigns and/or staff awareness actions about DG/service's waste generation in collaboration with OIB/OIL where appropriate (for example, promote and label the waste sorting schemes in place).	% of staff informed	100% of staff informed

²⁹ Sustainable commuting usually refers to environmentally friendly travel modes, such as: public transport (bus, tram, subway, light rail), walking, cycling, and carpooling.

³⁰ Based on the results of the corporate staff mobility survey conducted by HR.A.4 during 2022.

IV. Promoting green public procurement (GPP)		
Output	Indicator	Target (2019 as baseline)
Priority action in line with the Greening the Commission Communication and action plan		
Gradual introduction of GPP criteria in contracts and starting to monitor the process ³¹ .	% of contracts falling within the GPP domain including the GPP criteria	100%

F. Initiatives to improve economy and efficiency of financial and non-financial activities

For the implementation of the Connecting Europe Facility 2021-2027 (Transport strand), DG MOVE adopted new or reviewed existing decisions on the use of unit contributions for the implementation of part of the programme (ERTMS, rail freight noise, electric vehicles charging infrastructures). Moreover, a lump-sum decision has been adopted for the disbursement of technical assistance to Member States, hence rationalising the management of these projects and improving the resource allocation. Furthermore, the evaluation of the CEF Transport call for proposals will continue to be performed remotely as well as the majority of the CEF Committee meetings.

In 2023 DG MOVE will assess the possibility of integrating existing reporting systems into e-Platform, an online platform established by Commission to facilitate communication, promote cooperation and improve public access to information to limit administrative burden on Member states. It would support the timely submission of reports as well as increased transparency on national reporting. By integrating various existing systems, e-Platform will bring efficiency gains in reporting, analysis, communication and publication. Reusing generic e-Platform mechanisms for other reporting obligations by Member states shall provide financial savings to the Commission in the long term.

The adoption and implementation of the new SharePoint Online technology will contribute to improve the effectiveness and efficiency of working methods. One of the main objectives of using SharePoint Online technology is to enhance productivity and teamwork with easy sharing and co-editing of documents and pages, to build easily knowledge base through structured organisation and process and to share information in a structured and user-friendly way. This will result in better and more streamlined working methods.

Throughout 2023 DG MOVE will prepare the migration to the Commission new accounting system SUMMA and the on-boarding of new contract management systems such as eGrant and eProcurement. DG MOVE will participate in the relevant trainings and workshops organised by the central services. It will organise internal communication meetings and

³¹ For information, technical support is provided by the Interinstitutional GPP Helpdesk. See also GPP webpage on MY IC for EU reference/guidelines by DG ENV and the Vade-mecum on Public Procurement by DG BUDG.

trainings for all staff concerned. More specifically, it will complete the necessary preparation tasks, in particular financial and accounting data cleaning, and it will update the internal procedures. A change coordinator will be appointed. The use of the new corporate IT tools should ultimately lead to efficiency gains in financial management and increase assurance of the AOD.

In 2023, DG MOVE will further promote digitalisation and support working groups across the Directorate-General, making extensive use of MS Teams in cross-cutting areas such as the governance, strategic planning and evaluation of Horizon Europe. The benefits will be mostly non-financial, reducing the stream of emails and improving time to deliver on service requests.

In 2023 one of the key priorities is to ensure a correct transposition, implementation and enforcement of the EU social, market and technical rules in commercial road transport adopted under Mobility Package 1 in 2020. To this end, the work on issuing guidance on consistent application and enforcement of the rules, providing trainings to the sector and national authorities, upgrading the existing IT systems will continue. The close cooperation with the European Labour Authority in designing and carrying out activities dedicated to capacity building in Member States for correct implementation and strong enforcement of Mobility Package 1 will be crucial.