



European
Commission

Management plan 2022

DG MOVE

Contents

INTRODUCTION 3

PART 1. Delivering the Commission’s priorities: main outputs for 2022 5

PART 2. Modernising the administration: main outputs for 2022 39

 A. Human resource management 39

 B. Sound financial management 41

 C. Fraud risk management 44

 D. Digital transformation and information management 44

 E. Sound environmental management 46

 F. Initiatives to improve economy and efficiency of financial and non-financial activities 48

INTRODUCTION

This Annual Management Plan 2022 outlines DG MOVE's activities and sets out planned outputs 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 direction 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:

- a European Green Deal,
- a Europe fit for the digital age,
- an economy that works for people,
- a stronger Europe in the world and
- 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**¹ 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.

DG MOVE will support the co-legislators in the negotiations on the regulation on sustainable air transport (**ReFuelEU Aviation**), the regulation on the deployment of alternative fuels infrastructure (**AFIR**) and regulation on the use of renewable and low-carbon fuels in maritime transport (**FuelEU Maritime**). DG MOVE will also deliver a new EU framework for **harmonised measurement of transport and logistics emissions** and present an initiative on **Multimodal digital mobility services**.

The COVID-19 crisis has severely affected society and the economy as a whole. Its consequences have been particularly severe in the transport sector. Following the call of

¹ COM(2020) 789

the Council in October 2020 and as announced in the SSMS, DG MOVE will present a **Contingency plan for transport**, to step-up crisis preparedness and the ability of the EU transport sector to respond to future crises.


DG MOVE will also work to maintain and expand **connectivity with our key partners**, particularly with our neighbourhood including the Western Balkans and Eastern Partnership countries, strategic partners and key emerging markets such as ASEAN. This is done by extending the TEN-T network, promoting high-quality and rule-based international standards and through international transport agreements, notably in air transport.

As regards the **Recovery and Resilience Plans** (RRPs), Member States dedicate significant parts of the Recovery and Resilience Facility (RRF) funding to transport — almost 95 billion euro, representing 16,5% of the total funds including both grants and loans 18,7% of the total grants envelope. About 85% of the funds dedicated to transport are allocated to investments in line with the Commission Sustainable and Smart Mobility Strategy, including notably social and safety issues. In 2022, **DG MOVE will follow closely the implementation of the RRP**s, in particular the assessment of the fulfilment of transport milestones and targets of the plans including investments and reforms related to the Sustainable and Smart Mobility Strategy (SSMS).

Deploying the **Connecting Europe Facility** (CEF) and Horizon Europe under the new Multiannual Financial Framework 2021-2027 will ensure an effective and efficient transition from the current instruments. In 2022, CEF will also support the transition to a sustainable transport sector by supporting the digital components of all transport modes. This will contribute to the modernisation of the TEN-T network through increased efficiency, improved interoperability and enhanced safety.

To ensure that its policies fully deliver their benefits, DG MOVE will continue to promote **implementation and enforcement** in co-operation with Member States. DG MOVE will systematically assess national legislation, manage citizen and business complaints and address infringements. It will exploit compliance-promotion tools, in particular infringement-related package meetings and guidance addressed to Member States.

DG MOVE is actively implementing the **Better Regulation Guidelines** to ensure that legislation achieves its objectives while being targeted, effective, easy to comply with and with the least burden possible. In 2022, DG MOVE will apply the revised Better Regulation Guidelines² and toolbox, which, in particular reiterate the call for evidence-informed policymaking, a stronger approach to stakeholder consultation, burden reduction, the analysis of key impacts, and the integration of strategic foresight.

In this document, the icon  refers to initiatives featured in the Commission Work Programme.

² SWD(2021) 305

PART 1. Delivering the Commission’s priorities: main outputs for 2022

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 transport³:



³ In line with the Strategic Plan 2020-2024 DG MOVE contributes to 5 out of 6 headline ambitions of the von der Leyen Commission. In the Commission Work Programme 2022 there are however two MOVE initiatives that will deliver also under the headline ambition “A new push for the European Democracy”.

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 Strategy⁴ and the European Green Deal⁵, DG MOVE initiatives in 2022 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 2022, DG MOVE will support the inter-institutional negotiations on the **Fit for 55** initiatives, namely the FuelEU Maritime and ReFuelEU Aviation initiatives which complement the proposal for a Regulation on Alternative Fuel Infrastructure.

Given that transition to more sustainability remains a constant challenge to and a precondition for aviation development, DG MOVE will further work on a basket of market and non-market measures, including implementation of **CORSIA** (the Carbon Offsetting and Reduction Scheme for International Aviation of the International Civil Aviation Organization). DG MOVE will support climate change mitigation and the reduction of transport's environmental footprint also through aircraft technology and design, as well as through improved air traffic management and the ReFuelEU Aviation initiative on sustainable aviation fuels. DG MOVE will **promote the recovery of the sector from the COVID-19 crisis** and will act internationally at the International Civil Aviation Organisation, in particular by advocating an ambitious, long-term carbon dioxide emissions reduction goal.


DG MOVE will lead efforts to reduce the climate and environmental footprint of **airports**. "Greening" airports will mean a multi-faceted approach that touches on multimodal access to airports, dealing with emissions from large airport buildings, decarbonisation of ground-handling services, enhancing the role of the airport as a link between alternative fuels and airlines and the decarbonisation of airport ground aircraft movements. Airport greening will involve engaging with stakeholders and developing and sharing best practice.

In early 2022, DG MOVE will officially launch the operation of the **Renewable and Low Carbon Fuels Value Chain Industrial Alliance**. The alliance will focus on drop-in and co-combusted biofuels and e-fuels (liquid and gaseous) that will enable in particular the

⁴ COM(2020) 789

⁵ COM(2019) 640

aviation and waterborne sectors to meet the future requirements of the ReFuelEU Aviation and FuelEU Maritime initiatives as outlined in the Commission proposals.

DG MOVE intends to set out an EU framework for the harmonised measurement of transport and logistics GHG emissions. The  **“CountEmissions EU”** framework will enable companies, passengers and customers to measure, compare and benchmark the performance of various transport services. Together with the revisions of the Combined Transport Directive, the weights and dimensions Directive, measures to better manage and coordinate international rail traffic to increase the modal share of rail, and EU rules on harmonised river information services, it will contribute to **greening freight transport**.

To respond to a higher demand for more sustainable mobility, DG MOVE will ensure that rail can increase traction capacity and improve service efficiency. The **proposal to revise measures on the European rail network and promote competitive freight** aims to better manage and coordinate international rail traffic through new rules for capacity allocation. Also, following a successful European Year of Rail (EYR), an **Evaluation report on the Year of Rail** will be submitted to European Council, the Council, the EESC and CoR in line with EYR Decision (EU) 2020/2228.

In the waterborne sector, DG MOVE will continue close cooperation with port stakeholders, including in the **European Sustainable Shipping Forum** and the **European Ports Forum**. The aim is to share best practices and elaborate practical solutions, recommendations and guidelines which support the contribution of ports to the objectives of the European Green Deal and the Sustainable and Smart Mobility Strategy. This work will be complemented by analytical work on greening sea ports in line with economic developments. DG MOVE will also continue monitoring implementation of the Ports Services Regulation in the Member States⁶. Inland waterway ports should also contribute to achieving the objectives of the European Green Deal and the Sustainable and Smart Mobility Strategy. Thus, in 2022 DG MOVE will launch a supporting study including pilot projects on greening inland ports.

DG MOVE will finalise the evaluation of the Directive on **ship-source pollution** combined with the impact assessment for its revision. It will also consider the introduction of penalties, including criminal penalties, for pollution offences (2005/35/EC) while ensuring close coordination with the proposed revision of rule on environmental crime⁷ which is the EU’s main horizontal instrument to protect the environment through criminal law. The objective is alignment with international standards for ship-source pollution and strengthening enforcement. DG MOVE will also continue to assist Member States with their enforcement of legislation, including via CleanSeaNet.

⁶ Regulation (EU) 2017/352 establishing a framework for the provision of port services and common rules on the financial transparency of ports

⁷ COM(2021) 851 final

In parallel, DG MOVE will facilitate the inter-institutional negotiation on the **FuelEU Maritime initiative** and will support work on extending the **EU ETS to the maritime sector**.

Following adoption of the **Inland Waterway Transport Action Plan for 2021-2027 (NAIADES III)**⁸, DG MOVE will review the Directive (EU) 2016/1629 technical requirements for inland waterway vessels⁹ and will advance the work on the impact assessment for the revision of directive 2005/44/EC on River Information Services. The Commission also intends to adopt implementing acts on derogations for innovative vessels.

The green transition also means mobilising funding to complete and modernise transport infrastructure, accompanying all stakeholders in the move to a more sustainable transport future. In 2022, the **Connecting Europe Facility** is expected to award significant co-funding to the infrastructure for (and digitalisation of) sustainable transport modes, such as railways and inland waterways. Within this effort, there will be a particular focus on alternative fuels infrastructures, such as onshore power supplies in maritime and inland ports. There will also be a dedicated **Alternative Fuels Infrastructure Facility** to support low and zero emission infrastructure for all transport modes. The facility is developed around a rolling call lasting three years; it aims to disburse 1.5 billion euro. DG MOVE will also continue streamlining all EU investment support tools for the transport sector. In particular, with DG ENER it will co-chair the InvestEU Sustainable Infrastructure Window (also cooperating closely with DG ECFIN).

In 2022, DG MOVE will ensure appropriate **Horizon Europe** funding for research and innovation actions on mobility and transport that deliver the Green Deal. In particular, the Cluster 5 Work Programme 2021-2022 Calls on Climate, Energy and Mobility, the Missions on Climate Adaptation and on Climate Neutral and Smart Cities and the Partnerships (in particular the Joint Undertakings on SESAR3 and Europe's Rail) will support new technologies and innovation that promote sustainable mobility. This will include action on sustainable urban mobility, zero-emission road and waterborne transport, hydrogen and fuel cells, connected and cooperative automated mobility, Europe's rail, Single European Sky and clean aviation. It will also help achieve the overall Horizon Europe 35% climate mainstreaming target. Furthermore, 2022 will be the first 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.

With a budget of 1.2 billion euro, **Europe's Rail partnership (EU-RAIL)** will speed up the development and deployment of innovative technologies, especially digital and automation ones, to achieve the radical transformation of the rail system and contribute to European Union policies towards "European Green Deal" objectives (e.g. shift substantial part of the 75% of inland freight carried today by road to rail and inland waterways), "a Europe fit for the digital age", "an economy that works for people" and "a stronger Europe in the world".

⁸ Follow-up to the Sustainable and Smart Mobility Strategy, COM(2020) 789

⁹ Directive (EU) 2016/1629 laying down technical requirements for inland waterway vessels

With a budget of 1.6 billion euro, **Sesar 3 Joint Undertaking** will strengthen and integrate the Union’s research and innovation capacity in the air traffic management (ATM) sector, making it more resilient and scalable to fluctuations in traffic while enabling the seamless operation of all aircraft. As a novelty it will also strengthen, through innovation, the competitiveness of manned and unmanned air transport in the Union, and ATM services’ markets to support economic growth in the Union. The work of the SESAR 3 Joint Undertaking will directly support the achievements of the “European Green Deal” and “Europe fit for the digital age” objectives.

As required by the European Green Deal, DG MOVE will start implementing the actions identified in the new **European urban mobility framework**. It will publish a Recommendation to Member States to support regions and cities in the roll-out of effective sustainable urban mobility plans. This will involve an improved set of sustainable urban mobility indicators and a reformed expert group on urban mobility matters. It will organise the **European Mobility Week** and the conference “**Urban Mobility Days**”.

On road transport, the Commission will adopt a report on the **Directive regulating the maximum weight and dimensions of vehicles in commercial transport**. It will start work on an evaluation and the impact assessment (which could in turn lead to a revision).

In 2022, DG MOVE will also continue its work on evaluating the **Directives of the “Roadworthiness Package”**¹⁰ and preparing policy options in the context of an impact assessment. This initiative seeks to ensure vehicles’ environmental performance while also improving road safety. The adoption of a Commission proposal is planned for 2023.

DG MOVE will launch an impact assessment for the amendment of the **Combined Transport Directive** (the aim being a new proposal in early 2023 that raises ambition and makes the directive a tool to support intermodal freight operations facilitating an increase in the share of rail, inland waterways and short-sea shipping in view of a more sustainable modal composition of the transport system and consequently to reduce its negative externalities).

On the global stage, DG MOVE will lead on decarbonisation efforts at the International Maritime Organization (IMO). It will coordinate Commission and Member State work in putting forward **an EU submission to IMO on mid- and long-term measures** to implement the IMO Strategy on reduction ship emissions. The Commission will propose a **technical fuel standard** to ensure the uptake of zero- and low-carbon fuels in shipping together with a **carbon pricing mechanism** to guarantee an equitable and fair transition. This will mirror the basket of measures proposed at EU level; it should be the best means to ensure effective transition to low and zero carbon fuels. It would also apply the “polluter pays” principle, maintain the level-playing field and ensure revenue generation to finance

¹⁰ Directives on the periodic roadworthiness tests for motor vehicles and their trailers (Directive 2014/45/EC), the technical roadside inspections of commercial vehicles (Directive 2014/47/EC), and the registration documents for vehicles (Directive 1999/37/EC as amended by Directive 2014/46/EC)

research and development and to compensate for potentially disproportionate negative impacts in developing countries, in particular in small island developing states and least-developed countries.



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 2022:

New policy initiatives

Output	Indicator	Target
 CountEmissions EU - EU framework for harmonised measurement of transport and logistics emissions (MOVE.D1)	Adoption	Q4 2022
 Multimodal digital mobility services New Regulation + revision of delegated Regulation	Adoption	Q4 2022

Initiatives linked to regulatory simplification and burden reduction

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	Q4 2022
Report to the European Parliament and to the Council on Directive (EU) 2015/719 on Weights and Dimensions of certain road vehicles	Commission Report to EP and Council	Q2 2022

Output	Indicator	Target
Following up on the SSMS and the 2021 action plan to boost long-distance and cross-border passenger rail services, the Commission will invite the rail sector to propose pilot services to address obstacles to this type of cross-border services.	Selection / set up of appropriate framework and start of exchange with the sector	Q2 2022
Evaluations and fitness checks		
Output	Indicator	Target
Impact assessment accompanying the CountEmissions EU proposal	Impact assessment	Q4 2022
Impact assessment accompanying the proposal for the revision of the Combined Transport Directive	Impact assessment	Q4 2022
Back to back evaluation and impact assessment for revising the Ship-source pollution Directive	Staff Working Document	Q4 2022
Fitness check evaluation of an array of legal acts related to market access in inland waterway transport	Draft evaluation	Q4 2022
Impact assessment accompanying the proposal for the revision of the River Information Services Directive 2005/44/EC	Draft evaluation	Q4 2022
Public consultations		
Output	Indicator	Target
Public consultation in the framework of the CountEmissions EU initiative	Launch	Q2 2022
Public consultation in the framework of the impact assessment for the revision of the Combined Transport Directive	Launch Stakeholder meeting	Q4 2021 – Q1 2022 Q2/Q3 2022
Public consultation on the Fitness check evaluation of an array of legal acts related to market access in inland waterway transport	Launch	Q1 2022
Public consultation in the framework of the revision of the Train Drivers' Directive (2007/59/EC)	Launch	Q1 2022
Public consultation in the framework of the evaluation of ERA	Launch	Q4 2022

Output	Indicator	Target
Public consultation on the setting up of a EU regulatory framework on hyperloop	Launch	Q4 2022
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	Launch	Q1 2022
Public consultation in the framework of the impact assessment for the revision of the Weights and Dimensions Directive	Launch	Q2 2022

External communication actions

Output	Indicator	Target
European Mobility Week	Number of cities participating	3 200 cities
Urban Mobility Days	Number of hashtag mentions	300

Other important outputs

Output	Indicator	Target
Recommendation on SUMP	Adoption	2022
Improved set of SUMI	Publication on Europa	2022
Connecting Europe Facility evaluation and award decisions relating to the 2021 calls (including Alternative Fuels Infrastructure Facility first cut-off date)	Signature of Grant Agreements following the calls launched in 2021	2022
Horizon Europe Calls from Work Programme 2021-2022 (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 2022
Launch operation of Renewable and Low Carbon Fuels Value Chain industrial Alliance	Memorandum of Understanding and Joint Declaration work plan adopted and general assembly held	2022
FuelEU Maritime (legislative proposal)	Commission proposal	General Approach Q2 2022
ReFuelEU Aviation (legislative proposal)	Commission proposal	General Approach Q2 2022
AFIR (legislative proposal)	Commission proposal	General Approach Q2 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

As automation and digitalisation play an increasing role in modern transport, DG MOVE will support our transport sector to remain at the forefront of technological innovation for the benefit of all transport users.

As announced in the Sustainable and Smart Mobility Strategy, the Commission plans to adopt a **Drone Strategy 2.0**. This should identify how drones can exploit digitalisation and automation to offer new sustainable transport services (while also taking account of possible civil-military synergies at the technology level).

In 2022 the Commission will start implementing, monitoring and overseeing the renewed Single European Sky ATM Research (SESAR) project: the **new SESAR 3 Joint Undertaking**, the new SESAR Deployment Manager, Common Project One and the updated SESAR Deployment Programme. They are renewed mechanisms, which will be supported by a stronger involvement of European Union Aviation Safety Agency (EASA), the Network Manager and the European Organisation for Civil Aviation Equipment (EUROCAE), and will federate and focus operational stakeholders' efforts. They will direct investment on developing and deploying in good time the mature ATM technologies that constitute the digital European sky. The Commission will use the Horizon Europe programme and the Connecting Europe Facility to focus Union financial support on the digital transition of European ATM.

DG MOVE will continue to implement the performance and charging schemes of the **Single European Sky** in 2022, assisted by the independent Performance Review Body. For 2022, work will focus on assessing the revised performance plans for the third reference period. Preparatory work for the fourth reference period (from 2025) will also start.

DG MOVE will present a concept and a strategy to establish a **Common European Mobility data space** (MDS). This should facilitate access to and the pooling and sharing of mobility and transport data by bringing existing frameworks together and subsequently advancing on harmonisation and cross-sector interoperability. DG MOVE will present 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. The aim is to improve significantly the inclusiveness and sustainability of multimodality. It will reflect market and technology developments and changes in horizontal legislation. It will promote a level playing field between business-to-business air ticket intermediaries and support competition between air carriers. The MDMS initiative 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. In addition

and as part of the same MDMS initiative, the Commission is preparing a rail ticketing proposal, which should improve ticket offers to customers. Public transport and rail services should be better integrated to achieve seamless, multimodal passenger transport. Also by 31 December 2022, the Commission should report to the European Parliament and the Council on the availability of common information and **through-ticketing systems**. If appropriate, this would be accompanied by legislative proposals.

In 2022, the **Connecting Europe Facility** will also facilitate transition to a sustainable transport sector by supporting digital components for all transport modes. Through increased efficiency, improved interoperability and enhanced safety this will help modernise the TEN-T network. Co-funded projects resulting from the first CEF 2021-2027 transport calls for proposals are expected to be signed for more than 500 million euro. Their focus should be on **European Railway Traffic Management** (ERTMS), **Intelligent Transport Services** (ITS), and **Air Traffic Management** (ATM) solutions under SESAR.

2022 will be the first year of operation for the new **Horizon Europe** Partnerships. These will make a major contribution to the digital transition. New research and innovation Work Programmes and Calls will be launched by the Joint Undertaking on Single Europe Sky Air Traffic Management Research (SESAR). They will address digital technologies that modernise Europe's air traffic management infrastructure. 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 2021-2022 and the Missions, including from the co-programmed partnership on Cooperative, Connected and Automated Mobility (CCAM) in the areas of smart cities, automated infrastructures, smart logistics and multimodal network and traffic management.

DG MOVE, assisted by European Union Agency for Railways (ERA), will also continue preparing the revision of the **technical specifications** (TSI Revision) on digital rail and green freight. This work will allow the rapid roll out of digital solutions, reducing the costs of rail and increasing capacity, flexibility and reliability. It will ensure a more harmonised framework for a true single European rail area without barriers. It includes in particular the merger of **telematics applications**¹¹ and the enhanced **European Rail Traffic Management System** (new ERTMS). The ERTMS should aim to support key operational concepts of the future such as modern traffic management, automation and real time management in order to increase operational flexibility. The revision of the technical specifications for the Telematics Application for Freight (TAF TSI) and its integration with new multimodal Artificial Intelligence-based IT tools will allow to data and information on offers, charges, expected time of arrival (ETA) and train composition to be exchanged with terminals, ports, combined transport operators and logistic providers.

¹¹ Technical Specification for Interoperability relating to Telematics Applications for Freight/Passenger Services (TSI, TAP and TAF)

To further improve the performance of rail freight operations, the Commission is working with the rail sector, ERA and Shift2Rail on **digital automatic couplers**. Draft technical specifications should be supplied in 2022. The concerted application of automatic couplers in Europe will considerably improve logistic operations and support train composition and positioning operations from 2022 onwards.

The **Mobility Package 1** entered into force in August 2020. In 2022, DG MOVE will adopt an implementing act on the EU harmonised formula for calculating risk rating of road transport undertakings. This will be based on the number and severity of infringements against social, market and technical rules in commercial road transport. There will also be an implementing act on the classification of serious infringements. Subsequently, an implementing act on roadside inspector access to data on companies' risk ratings will be prepared and adopted. Together, these three acts will render enforcement more consistent and better targeted at operators with a higher risk rating.

Continuing the work on research and innovation of Shift2Rail, **Europe's Rail Partnership** (EU-RAIL) will help shape the future of sustainable and smart mobility in Europe by means of a strong, reliable and affordable rail system. The Commission will guide the work of the EU-RAIL with its proposal for a multiannual roadmap, the Master Plan, to be submitted to the Joint Undertaking's governing board in early 2022. The Masterplan builds on the work provided by and developed in full cooperation with all relevant stakeholders from the rail sector, the rail supply industry and Member States.

DG MOVE will work on the implementation specifications of **electronic freight transport information**¹² (eFTI). This is expected to reduce significantly the administrative burden borne by economic operators and to facilitate official 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. In 2022, the focus will be on preparing the regulation's implementation specifications, to be adopted by several implementing and delegated acts in 2023.

DG MOVE will continue the operation of the **Digital Transport and Logistics Forum** (DTLF). The Forum will support the preparation of implementation specifications for the eFTI Regulation. It will also continue work on an interoperable, trusted and secure environment for data sharing in freight transport and logistics (corridor freight information systems), as a key building block for the future Common European mobility data space. For the latter topic, DG MOVE will launch work on an impact assessment, in particular for setting up the technical and governance structure of the future data sharing environment.

In 2022, DG MOVE will finalise the first set of secondary legislation for **European Maritime Single Window environment**¹³ (EMSWe). That secondary legislation will ease

¹² Regulation (EU) 2020/1056 on Electronic freight transport information

¹³ Regulation (EU) 2019/1239 establishing a European Maritime Single Window environment

business-to-government data exchange required from a ship for a port call in the EU. It will reduce administrative burden and enhance the competitiveness of European ports in the logistic chain. Also in 2022, in line with the implementation plan for EMSWe, DG MOVE will work with DG DIGIT to develop the first harmonised interface for maritime reporting.

On inland navigation, DG MOVE will continue working to prepare a proposal on **electronic tools for inland waterway vessels and crew** (a smart tachograph). It will also work on an **inland navigation IT ecosystem**, thus contributing to a harmonised and legally compliant data exchange on vessels, crew and common reference data, including data for River Information Services.


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 **3rd Maritime Autonomous Surface Ships (MASS) Summit**. This will explore how autonomous ships and shipping can support the policy aims of zero accidents, zero waste and zero pollution.

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

Main outputs in 2022:

New policy initiatives

Output	Indicator	Target
Implementing act on the functionalities of access by roadside inspectors to the data on company’s risk rating	Adoption	Q4 2022
Common European Mobility data space	Adoption (tbc) +	Q2 2022 +
	Implementation of the MDS access node	Q4 2022
Setup of the SESAR 3 Joint Undertaking	Transit from current SJU to the SESAR 3 JU	Q4 2021
Set-up of the EU-RAIL Joint Undertaking	Transit from current S2R to EU-RAIL	Q4 2021

Initiatives linked to regulatory simplification and burden reduction		
Output	Indicator	Target
 TSI package-ERTMS/Control-Command and Signalling (CCS), deployment plans for automatic train operation, automated traffic management and advanced CCS, interoperable data sharing in rail transport	Adoption	Q4 2022
By 31 December 2022, the Commission is to report to the European Parliament and the Council on the availability of common information and through-ticketing systems, to be accompanied, if appropriate, by legislative proposals.	Commission Report to EP and Council	Q4 2022
Public consultations		
Output	Indicator	Target
Common European mobility data space	Launch	Q2 2022
Enforcement actions		
Output	Indicator	Target
Launch pre-infringement to assess compliance with obligation to establish and apply a penalty regime under SES	EU Pilots	Q2 2022
External communication actions		
Output	Indicator	Target
Participation at the 2022 World Air Traffic Management Congress (if confirmed)	Total number of stand visitors	1000
Other important outputs		
Output	Indicator	Target
Delegated and Implementing Regulations defining the specifications of the European Maritime Single Window environment (EMSWe)	Adoption	Q1 2022
Connecting Europe Facility- Smart and Interoperable Mobility call 2021	Signature of Grant Agreements	Q3 2022

Output	Indicator	Target
Connecting Europe Facility- Smart and Interoperable Mobility call- 2022	Launch of the call	Q3 2022
Horizon Europe Calls from Work Programme 2021-2022 – evaluation and award decisions to the selected transport projects	Signature of Horizon Europe grants, delegations, contributions for transport projects and programmes	Throughout 2022
Amended proposal for a Regulation on the implementation of the Single European Sky (SES2+ recast) COM(2020) 579 Proposal for a Regulation	Adoption	Q4 2022
Proposal for a Regulation amending Regulation (EU) 2018/1139 as regards the capacity of EASA to act as PRB (COM(2020) 577)	Adoption	Q4 2022
Renewal of the Deployment governance Management Level	Selection of the new SESAR Deployment Manager	Q2 2022
Finalisation of the setup of the SESAR 3 Joint Undertaking	Selection S3JU Executive Director Launch first Horizon Europe call for proposals for the SESAR 3 WP	Q2 2022 Q3 2022
Implementation of the 2021 SESAR Deployment Programme ¹⁴	Publication of the first CEF call for proposals for Common Project One implementation projects	Q4 2022
Drone Strategy 2.0	Adoption	Q4 2022

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

Following the Commission proposal of December 2021 on **the revision of the TEN-T Regulation**, the Commission will engage with Parliament and Council during the legislative procedure. It will further coordinate with other proposals, such as on Alternative Fuel Infrastructure and on the Intelligent Transport Systems. In 2022, the European Coordinators will publish the **5th work plans of the TEN-T Core Network Corridors** and **the**

¹⁴ SESAR deployment programme is supported by CEF

horizontal priorities ERTMS and Motorways of the Sea. This will be an important step during the legislative procedure showing progress achieved and where further attention is needed in order to complete the corridors by 2030. In addition, **“TEN-T days”** will be organised with the French Presidency of the Council of the EU. Under the leadership of the respective Coordinators, the Commission will prepare **implementing acts for major cross-border projects** on the core network, in particular the Brenner axis and the Lyon-Turin.

In 2022 the **CEF programme** will continue to support projects that underpin the completion and modernisation of the TEN-T networks. On this basis, the Connecting Europe Facility 2021-2027 is expected to award grants for around 6 billion euro, supporting infrastructure with a high climate and energy efficiency impact and addressing the cross-border and missing links that are needed to ensure full transport connectivity and support smart, sustainable and inclusive growth.

Furthermore, during 2022 DG MOVE will remain responsible for implementing the CEF 2014-2020 programme, for which part of the co-funded actions should be completed by end 2024. By the end of 2022, DG MOVE intends to finalise the road-map that will lead to the ex-post evaluation of the earlier CEF programme. The aim is to draw the necessary lessons before the launch of the Multi-Annual work programme for the years 2024 to 2027.

To increase the resilience of the maritime labour system and thereby reinforce European supply chain stability, DG MOVE will develop mechanisms to address swiftly issues linked to **seafaring crew relief during crises.** DG MOVE will develop the following mechanisms and actions: (i) set up a forum with the maritime social partners that can be activated at short notice to regularly and closely coordinate problems with crew changes and seafarer travel during emergencies; (ii) outreach through EU Delegations in labour-supplying countries to identify ways to ensure smoother crew changes and repatriation to those countries; (iii) work with European Maritime Safety Agency (EMSA) on addressing the lack of data on seafarer postings and movements which are essential to assess the scale of, evaluate and address any arising issues linked to crew changes and seafarer mobility.

Also, in the context of crisis preparedness and the Council’s request in October 2020 to the Commission, the latter will present a **Contingency plan for transport** (planned for the beginning of 2022). This is the response to the Commission’s commitment to prepare a plan to improve crisis preparedness and the ability of the EU transport sector to respond to future crises regardless of their nature. With the objective of ensuring business continuity and a coordinated response in the transport sector, DG MOVE will call on lessons learned and initiatives taken during the COVID-19 pandemic. These include, for example, the **Green Lanes Communication and the “Omnibus” legislation.** In addition, DG MOVE is working with the EU Agency for the Space Programme (EUSPA) on the development of an Enhanced Green Lanes mobile application and website building on the successful first generation of the project (galileogreenlane.eu). The new version of the app is intended to be operational in the first half of 2022 and DG MOVE secured resources to maintain the

software throughout 2022. DG MOVE will also **assess the impacts of the COVID-19 pandemic** on connectivity and competition in the transport market.


In 2021, DG MOVE worked to ensure that the final **Recovery and Resilience Plans** submitted by the Member States were in line with the Sustainable and Smart Mobility Strategy. The result was satisfactory. DG MOVE will continue this work and will cooperate with involved Commission services to advance this process.

DG MOVE will continue to develop the **Passenger Locator Forms' exchange platform (ePLF)¹⁵** and to extend the network of Member States that are connected to it (currently Italy, Malta, Slovenia and Spain). While making cross-border contact-tracing more effective and efficient, the ePLF is expected to also support the safe resumption of travel activity within the EU.

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 2022:

New policy initiatives

Output	Indicator	Target
Development of the Passenger Locator Forms' exchange platform (ePLF)	Increase the number of MS connected to-the ePLF and using it for exchanging passenger data	By Q4 2022 double the number of Member States connected to the ePLF platform
 Contingency Plan for Transport	Adoption	Q1/Q2 2022

Initiatives linked to regulatory simplification and burden reduction

Output	Indicator	Target
Legislative proposal relating to efficient exchange of odometer readings	Adoption	Q4 2022
Implementing decisions for major cross border projects on the core network (Lyon-Turin, Brenner Base Tunnel)	Adoption	Q2 2022 (depending on approval from Member States concerned)

¹⁵ Commission Implementing Decision (EU) 2021/858 of 27/05/2021 amending Implementing Decision (EU) 2017/253 provides the legal basis for cross-border exchange of passenger data for contact tracing.

Evaluations and fitness checks		
Output	Indicator	Target
Connecting Europe Facility 2014-2020- Ex-post evaluation	Call for evidence	Q3 2022
Public consultation in the framework of the impact assessment on the revision of the provisions related to rest periods and working times of bus and coach drivers in occasional services	Launch	Q2 2022
Enforcement actions		
Output	Indicator	Target
Recovery and Resilience Plans targets and milestones monitoring for further release of the funds	Continuation of work on RRP's linked to their implementation	In line with central services requirements
External communication actions		
Output	Indicator	Target
TEN-T days (3-day event)	Number of hashtag mentions	300
Other important outputs		
Output	Indicator	Target
Connecting Europe Facility calls-2021	Signature of Grant Agreements	Q3 2022
Connecting Europe Facility calls- 2022	Launch of the calls	Q3 2022

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

DG MOVE's **monitoring and enforcement policy** will focus on delivering the policy priorities set out in the SSMS and the Fit-for-55 package. The enforcement priorities will be coordinated with the Commission's general priorities. Our enforcement policy will also target major Commission infringement concerns (non-communication, non-conformity, implementation of the Court's decisions, breaches of fundamental freedoms).

DG MOVE will prepare an action plan to further improve complaint handling. It will ensure better review and it will document our assessment of national transposition measures. More specifically, the current version of the infringement vademecum will be updated to strengthen and clarify the rules on complaint handling and compliance checks. The new elements of the action plan will integrate the **2022 DG MOVE Enforcement Action Plan (MEAP)**. The annual MEAP will be based on the assessment of how the initial 2021 version has served as guidance for DG MOVE's enforcement and monitoring efforts in 2021.

Timely and detailed **performance of compliance checks** are essential for a stable and predictable legal framework for citizens and businesses. In 2022, DG MOVE will perform transposition and conformity checks in areas ranging from posting of drivers and roadworthiness checks in road transport to internal navigation, marine equipment and the technical pillar of the 4th railway package.

DG MOVE will strengthen its ad hoc **training effort** on the principles, rules and benchmarks applicable to complaint handling. In this the aim will be to raise case-handlers' awareness of the importance of complaints in gathering information on how the key tenets of the transport acquis are being implemented. They should also be aware of the potential of such complaints to reconnect citizens and business with the institution. After a timid restart in 2021, DG MOVE will fully reactivate **infringement package meetings** with the main offenders. In the area of cooperation with Member States, DG MOVE will also promote the full use of the **EU-Pilot** communication channel to obtain clarification on presumed infringements and to promote faster pre-judicial resolution. To prevent EU-Pilots from becoming a means to stall the progress of real cases, DG MOVE will review long-standing EU-Pilots with a view to providing faster, appropriate follow-up.

DG MOVE will also monitor whether Member States systematically transmit explanatory documents (i.e. those which identify which national provisions transpose EU transport acquis). This is a requirement under Court case-law. The commission will launch targeted infringement procedures whenever needed.

Finally, at Commission level, DG MOVE will participate in the broad SG-led stock-tacking exercise aimed at **reviewing how the 2016 Infringement Communication** has been implemented and at proposing procedural and practical improvements and novelties.

Ongoing work on a revision of the **Air Services Regulation** will aim to contribute to a more resilient and more sustainable EU air services industry, including in response to the COVID-19 crisis, while continuing to ensure connectivity and competition, protect consumer interests, and preserve high quality employment.

DG MOVE will continue to reflect on the best ways to advance the pending revision of the **Slots Regulation** (that has been blocked in co-decision since 2013). Given developments over the last decade and in particular during the COVID-19 pandemic, DG MOVE will reflect on whether the proposal is still adequate as it is and able to ensure efficient use of airport capacity and encourage competition between airlines to the benefit of consumers.

This work will be supported also by an analysis of **the impact of the COVID crisis on the aviation sector**, which will be completed by mid-2022.

In 2022, the Commission will prepare the **review of the existing passenger rights regulatory framework**¹⁶, now planned for 2023. The revision of the **air passenger rights**¹⁷ remains a priority pending proposal for 2022, after the debate came to a halt in March 2020 due to COVID-19. DG MOVE will work with the Presidencies and the Member States in the Council to put the file back on the agenda as soon as possible with the aim of reaching a General Approach. 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 conduct another **online communication campaign to increase the awareness of all European citizens about EU passenger rights**. The objective is to raise the awareness of passengers on their rights. In 2022 DG MOVE will also update the application for mobile phones on passenger rights.

DG MOVE will apply and, where necessary, update its **Equality Mainstreaming Work Plan**. DG MOVE will screen transport policy and relevant initiatives, identify and analyse equality gaps and develop practical tools and training material to help staff apply equality mainstreaming in their daily work. DG MOVE will further take several initiatives to increase the attractiveness of the transport sector¹⁸, including by promoting good staff scheduling and rostering practices, thereby improving work-life balance in the sector¹⁹.

To prepare recommendations for the transition to automation and digitalisation and their impact on the **transport workforce**,²⁰ DG MOVE will discuss possible draft recommendations for the transition to automation and digitalisation and their impact on the transport workforce with all relevant stakeholders, namely Member States and social partners. This will feed into the EU report on access to essential services announced by the European Pillar of Social Rights Action Plan²¹.

¹⁶16 Follow-up to the Sustainable and Smart Mobility Strategy, COM(2020) 789 (Actions 63 and 64 of the annexed Action Plan)


¹⁷17 Regulation (EC) No 261/2004 establishing common rules on compensation and assistance to passengers in the event of denied boarding and of cancellation or long delay of flights

¹⁸18 Follow-up to the Sustainable and Smart Mobility Strategy, COM(2020) 789 (Action 70 of the annexed Action Plan)

¹⁹19 <https://op.europa.eu/en/publication-detail/-/publication/21a9b75a-315e-11ec-bd8e-01aa75ed71a1/language-en>

²⁰20 Follow-up to the Sustainable and Smart Mobility Strategy, COM(2020) 789 (Action 69 of the annexed Action Plan)

²¹21 <https://op.europa.eu/webpub/empl/european-pillar-of-social-rights/en/>; this implements also Action 70 of the annexed Action Plan of the Sustainable and Smart Mobility Strategy <https://op.europa.eu/webpub/empl/european-pillar-of-social-rights/en/>; this implements also Action 70 of the annexed Action Plan of the Sustainable and Smart Mobility Strategy

DG MOVE will also work on the  **revision of the Directive 2007/59/EC** on the certification scheme for train drivers. We seek to simplify and improve the effectiveness of the Directive. DG MOVE will continue to evaluate the impact, effectiveness and efficiency of the EU Agency for Railways.

Following the entry into force in August 2020 of the Mobility Package 1, and specifically with regard to **driving and rest time rules for drivers involved in the carriage of passengers by bus and coach**, DG MOVE will assess the need to adapt and adopt rules given the specificities of the bus and coach sector; the aim: to improve working conditions, ensure fair competition and safeguard road safety.

DG MOVE also proposes to **revise 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. Following the adoption of the **revised Directive 2006/22/EC** on recording periods away from vehicles, DG MOVE proposed to adopt legislation establishing a uniform method of recording and controlling periods spent by drivers away from a vehicle when they have no access to recording equipment.

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** and a proposal amending the rules related to the use of **rented hired vehicles** for commercial purposes will be adopted by EU legislators.

General objective: An economy that works for people
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.
Related to spending programme(s): Connecting Europe Facility and Horizon 2020, Horizon Europe

Main outputs in 2022:






New policy initiatives

Output	Indicator	Target
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Initiatives linked to regulatory simplification and burden reduction

Output	Indicator	Target
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Review of the existing passenger rights regulatory framework	Launch of the impact assessment	Q1 2022
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Output	Indicator	Target
 Possible revision of the Regulation on a CRS Code of Conduct (EC) No 80/2009	Adoption	Q4 2022
 Possible revision of the Air Services Regulation (EC) No 1008/2008	Adoption	Q4 2022
 Proposal for a Regulation of the European Parliament and of the Council on common rules for the allocation of slots at European Union airports	Adoption by EP and Council	2021
Revision of Regulation on Driving and rest time rules for drivers involved in the carriage of passengers by bus and coach	Adoption	Q3 2022
 Revision of the Directive 2007/59/EC on the certification of train drivers operating locomotives and trains on the railway system in the Community.	Adoption	Q4 2022
 Implementing Act following the adoption of the proposed revision of Directive 2006/22/EC on recording of periods away from the vehicle	Adoption	Q3 2022
Legislative act amending the rules related to the use of hired vehicles for commercial purposes	Adoption	Q2 2022
Public consultations		
Output	Indicator	Target
Public Consultation on the review of the existing passenger rights regulatory framework	Launch	Q2 2022
Open Public Consultation on a possible revision of the Air Services Regulation (EC) No 1008/2008	Launch	Q1 2022

Enforcement actions		
Output	Indicator	Target
Implementing Act revising Regulation 2016/480 following adoption of the proposed revision of Regulation (EC) No 1071/2009 on access to national electronic registers	Adoption	Q2 2022
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	Adoption	Q3 2022
Enforcement of passenger rights Regulations	Expert group meetings (air, rail, bus & coach, sea and inland waterways)	Continuous
Implementing the Single Digital Gateway Regulation (EU) 2018/1724 to improve online information on passenger rights (together with DG GROW)	Guidance note, surveys to national enforcement bodies	Q4 2022
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	3.3 million (2020 level increase by 10%)
Conference on recommendations for the transition to automation and digitalisation and their impact on the transport workforce (Action 69 SSMS)	Number of stakeholder groups participating and number of Member States represented	Q3 2022
Other important outputs		
Output	Indicator	Target
Contribute to promoting gender equality in the context of the "Platform for Change - Women in Transport"	Actions under the Platform, signatures of the Declaration, increase members of the Platform	Increase 10%
Promote diversity in transport by supporting a network of diversity ambassadors	Number of diversity ambassadors	50
Carry out a screening of transport policy 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

Output	Indicator	Target
Study on the social dimension of the future EU transport system regarding users and passengers	Publication	Q1 2022

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.

A strong European transport policy enables the EU to project its values and effectively promote its interests when cooperating with partners around the globe. As part of a “geopolitical Commission”, DG MOVE recognises the importance of maintaining and expanding connectivity with our key partners, particularly with our neighbourhood including the Western Balkans and Eastern Partnership countries, strategic partners and key emerging markets such as ASEAN. This is done by extending the TEN-T network, promoting high-quality and rule-based international standards and through international transport agreements (notably in air transport). This supports also our efforts to ensure resilient connectivity with our neighbourhood and other third countries following the COVID-19 crisis.

DG MOVE will continue to work closely with the Permanent Secretariat of the Transport Community Treaty (TCT) in order to support the implementation of the regional action plans on rail, road, road safety, transport facilitation and waterborne transport and multimodality already endorsed by the **Western Balkan Leaders**. Priority investment flagships in transport should be completed or advanced by 2024²².

DG MOVE will also pursue cooperation in the framework of the **Eastern Partnership** (EaP) with a focus on implementation of a new set of priorities for the post-2020 period following the EaP Summit of 15 December 2021. Building on the new Eastern Partnership priorities and Top Ten Targets, DG MOVE will, in cooperation with DG NEAR, support the implementation of the Indicative Infrastructure Investment action plan to advance the completion by 2030 of the core TEN-T extension.

Cooperation with **Turkey** will continue, especially as regards the implementation of the IPA II funded Halkali Kapikule rail line project.

In 2022, DG MOVE will continue to work on the Implementation of the Trade and Cooperation Agreement (TCA) with the **United Kingdom**, in the field of transport. DG MOVE

²² Communication on an Economic and Investment Plan for the Western Balkans, COM(2020) 641 final

will engage with the EEA EFTA States on the implementation of the EU transport acquis, including the **4th Railway Package**, contributing also to the European Green Deal. In 2022 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)**. 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. It will also launch the negotiations to align the AETR with the modified, through the Mobility Package 1, provisions on driving and rest times of drivers in commercial road transport.

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 2021-2027** (which should be finalised and adopted within the Union for the Mediterranean (UfM) in the beginning of 2022). 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 within the UfM framework in view of the **next UfM Ministerial Transport Conference**.

In 2022 DG MOVE will continue to urge 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 contribute to implementing the newly adopted Strategy for cooperation in the **Indo-Pacific** and the **Global Gateway** Strategy. DG MOVE will continue to increase connectivity links that are sustainable (economically, fiscally, socially and environmentally), comprehensive and rules-based, with a special focus on access to fast-growing foreign markets, reciprocity and level playing field as well as the promotion of EU standards in all relevant countries. DG MOVE will also work on an analysis of sustainable transport connections with Central Asia.

In exchanges with China under the EU-China Connectivity Platform, DG MOVE will continue to work towards openness, transparency and level playing field in the area of transport infrastructure planning and development. Exchanges with China will also continue under the EU-China Maritime Transport Agreement.

DG MOVE will aim to continue organising meetings at the highest technical level through Transport Dialogues with *inter alia* Ukraine, **Japan, ASEAN** and **Singapore**, and launch new ones with the **Republic of Korea** and **Australia**. DG MOVE will aim to continue strengthening the cooperation on sustainable and smart mobility with the **United States**, also in light of the outcome of the EU-US Summit of June 2021.

DG MOVE will pursue the 2025 Roadmap and Strategic and Connectivity Partnerships with **India** to promote connectivity based on international transport standards in areas of

mutual interest, notably aviation (EU-India aviation Summit scheduled in 2022), urban mobility and rail. Assistance on aviation safety and environmental protection standards will continue in **North, South** and **South East Asia countries**.

DG MOVE will seek to enhance transport cooperation with certain key partner countries in **Latin America and the Caribbean**, such as **Mexico** and **Colombia**. A Transport Dialogue with Mexico will be organised covering all transport modes.

In line with the **2020 Comprehensive Strategy towards Africa**, DG MOVE will pursue efforts in the implementation of the recommendations of the Africa-Europe Alliance Task Force on Transport of 2020, which focus on Aviation, Road Safety and Connectivity, including in the railway sector. Cooperation areas include the support to the Single African Air Transport Market (SAATM), the decarbonisation agenda including through technical capacity in international fora, maritime and aviation safety and security, and support to the creation of an African Road Safety Observatory. In the run-up to the 2022 EU-AU Summit, DG MOVE will continue to contribute to the Commission's engagement on sustainable mobility, infrastructure and connectivity in Africa.

The **Gulf Cooperation Countries** will also need be prioritised as partners for the implementation of the EU's global transport policies, in light of the forthcoming Joint Communication on a partnership with the Gulf.

In **maritime transport**, DG MOVE will negotiate international agreements that allow EU operators to have unrestricted access to third countries' markets on a non-discriminatory basis in order to provide services to import and export goods and to transport passengers. The EU is currently negotiating a number of trade agreements with several important maritime transport trading partners, such as Australia, New Zealand, and Indonesia. DG MOVE also maintains a number of **maritime transport dialogues** with important trading partners, such as with China, Norway and the United States. DG MOVE follows empowerment requests of Member States for the negotiation and conclusion of international agreements with third countries, that contain maritime transport commitments.

In aviation, the Commission will seek negotiating authorisations from the Council for opening negotiations on **new air transport agreements** with third countries and regions, including Colombia, India and South Korea.

DG MOVE will encourage a strengthened partnership in relevant **international organisations and fora** to address global common challenges and promote its transport agenda at a global level. Specific areas of work include digital transformation and climate action, safety, security, rules-based competition and social matters, notably at International Civil Aviation Organization (ICAO), IMO, UNECE Inland Transport Committee. 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 the **World Health Organization (WHO)**.

DG MOVE will continue to represent the EU in **Intergovernmental Organisation for International Carriage by Rail (OTIF)** and **the Organization for Cooperation of Railways (OSJD)** both playing an active role in the further development of the contractual and technical parameters of international rail traffic beyond the EU and its associated and neighbouring countries. DG MOVE will continue its work within the 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 OSJD and OTIF.

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. It will coordinate the input of EU Member States and rely on the technical assistance of EMSA and the expertise of the European Sustainable Shipping Forum. DG MOVE priorities for progress at IMO are on the GHG agenda starting considering mid- and long-term implementing measures and revising the 2018 strategy on reducing greenhouse gas emissions from shipping for a more ambitious target by 2050 corresponding to the EU level of ambition. In addition, MOVE will work 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 digitisation of global shipping and work with DG ENV on proposing a Mediterranean Sulphur Oxide Emissions Control Area. To this end, MOVE will put forward numerous proposals to the Council for submissions to IMO in the form of Staff Working Documents, 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-ECE²³, CESNI²⁴, CCNR²⁵ 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 financially support the CCNR, CESNI and the Danube Commission through CEF.

DG MOVE will also continue to promote EU aviation policy and work with the **International Civil Aviation Organization** (ICAO). This work is highly important when it comes to promoting European leadership in setting standards and targets on the environment, safety, security, training and labour standards, and the modernisation of traffic management. 2022 will be marked by the ICAO Assembly that gathers every three years and takes important decisions concerning different aspects of international aviation.

²³ The United Nations Economic Commission for Europe

²⁴ Comité européen pour l'élaboration de standards dans le domaine de la navigation intérieure (CESNI).

²⁵ Central Commission for Navigation on the Rhine (CCNR).

Conflict zones, including those of hybrid nature, continue to pose a serious risk to the safety of civil aviation. DG MOVE will pursue efforts to enhance the efficiency and the effectiveness of the European Integrated Aviation Security Risk Assessment process by enhancing the issuance of **EASA Conflict Zone Information Bulletins** and information notes, as well as by better defining the working methods to be applied in urgent circumstances.

DG MOVE will continue to monitor **Piracy/Armed Robbery at Sea** worldwide, and in particular contribute to the work of EU institutions in this area, notably regarding initiatives to strengthen maritime security in the Gulf of Guinea, complementing the Coordinated Maritime Presences concept.

DG MOVE will contribute, along with EMSA, to the EU-NATO Cooperation PACE Exercise in 2022.

In the area of **aviation safety**, DG MOVE will further strengthen and apply various tools throughout the planning period. These include notably the EU Air Safety List, the EU Ramp Inspection Programme SAFA, the EASA Third Country Operator authorisations, in the context of which greater regulatory alignment and synergies will be sought to ensure full consistency in the application of these tools. This will be complemented by extensive Technical Cooperation Projects. Employing these tools will benefit EU citizens travelling outside of the EU and strengthen international safety oversight in particular.


The Memorandum of Cooperation on the modernisation of **Air Traffic Management** signed between the EU and the United States in 2011, reflects a joint commitment from the Parties to collaborate on air traffic management modernisation and global interoperability. As of 2022, DG MOVE will implement renewed work plans, centred on a number of priority topics also with the aim of supporting the growing roles of climate and environment protection and supporting global harmonisation through coordination in ICAO.

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.

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

Main outputs in 2022:**New policy initiatives**

Output	Indicator	Target
 Present proposals for new Council decisions authorising the Commission to open negotiations on comprehensive air transport agreements with certain key partner countries.	Adoption of Council decisions authorising the Commission to open negotiations with certain key partners.	2022

Initiatives linked to regulatory simplification and burden reduction

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 (EC) No 561/2006 and of Tachograph Regulation (EU) No 165/2014, as amended by Mobility Package 1	Provisional agreement of AETR countries to align AETR	Q4 2022

Other important outputs

Output	Indicator	Target
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 2022. Proposals for Council decisions in Q1 and Q3 2022 (timing subject to IMO meeting schedule).
Supervision of the implementation of the EU-US MoC on ATM modernisation	Meetings of the Executive Committee and of the Representatives of the Parties Report on state of harmonisation	Q2-Q4 2022 Q4 2022

Output	Indicator	Target
Participation in, and EU coordination of ICAO 41st Assembly	Joint European working papers	Q4 2022


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

The EU is one of the safest areas in the world to travel by air, but preserving the current situation requires constant work. The Commission will maintain a relentless focus on improving safety management and researching new technologies to maintain and enhanced safety levels, while will also make flying greener.

The revised **aviation safety** regulatory framework established through Regulation (EU) 2018/1139 (i.e. the revised ‘EASA Basic Regulation’) has set the scene for tackling the challenges of future developments. Based on a data-driven and risk-based approach, enabled through initiatives such as ‘Data for Safety’, this paradigm shift in safety management will continue to allow closing existing gaps in the regulatory system, while enabling industry flexibility to thrive, innovate and remain globally competitive. Taking into account interdependencies, new technologies and market developments, it paves the way to a safe, secure, environmentally sustainable, and socially acceptable aviation safety system. This will include giving due consideration to the needs and lessons learnt from the COVID-19 crisis by ensuring that the appropriate action is taken to mitigate the negative consequences thereof, both at a European and international level.

On **maritime safety**, DG MOVE will deliver a set of measures strengthening safety of maritime transport. 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  Directive 97/70/EC on **fishing vessel safety** will address the non-ratification of the relevant international agreement and identify regulatory gaps in safety as well as potential updates to reflect technological developments. It will also consider the

scope of the Directive that excludes smaller fishing vessels (less than 24 metres), given that this is 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 2022. DG MOVE supports Member States' market surveillance authorities by organising targeted administrative cooperation group meetings. In parallel, EMSA continues its visits and inspections.

DG MOVE systematically verifies the level of implementation of Directive 2008/106/EC (as amended) 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 facilitate the inter-institutional negotiation for revising Directive 2003/25/EC on specific **stability requirements for ro-ro passenger ships**. The review of the Directive is linked to the developments on damage stability requirements at IMO, where amendments to the SOLAS Convention entered into force in 2020. The alignment proposed aims at ensuring a level-playing field while maintaining the required safety level.

DG MOVE will finalise the impact assessment to revise the **EMSA mandate**²⁶, needed to better define the role of the Agency in the areas of sustainability and digitalisation and to make EMSA's formal role and hierarchy of tasks fit for purpose to reflect new tasks and operational practice, in order to provide the Agency with a solid and clearer legal basis.

A comprehensive Fitness check evaluation on the access to and functioning of the inland waterways transport market will be finalised in 2022.

Resuming **on-site Aviation and Maritime Security Inspections** will be a priority. Remote inspections, that have proven to be more limited, will remain an option only in specific cases, such as new outbreaks of the pandemic. DG MOVE will assess measures to adapt to emerging threats, including Hybrid Threats that might affect critical transport infrastructure or disrupt supply chains.

DG MOVE will continue its strategic discussions with Member States to explore more efficient ways to deliver **aviation security** and intend to finalize the work by the end of 2022.


DG MOVE will carry out in 2022 an EU-wide risk assessment exercise in **passenger ship security**, with a view to deliver guidance in this area. DG MOVE will be directly involved and


²⁶ Regulation (EC) 1406/2002 establishing a European Maritime Safety Agency (as amended by Regulation (EU) No 100/2013

contribute to the update of the EU Maritime Security Strategy and its Action Plan, foreseen in 2022.

With the support of the new Working Party on rail security established within the Expert Group on **Land Transport Security**, DG MOVE will implement the results of the action plan on rail security and of the Rail Passenger Security Platform.

Cybersecurity continues to be a primary objective for transport, and DG MOVE will ensure the coordination and complementarity of the horizontal framework with any transport-specific measures or initiatives. DG MOVE will also explore how to further contribute to the cyber-resilience of the transport sector.






DG MOVE will continue to work on the  **revision of Directive 2006/126/EC on driving licences** in order to support 2030 and 2050 road safety targets and the introduction of digital driving licences, which will help reduce the administrative burden on drivers and administration.

DG MOVE will continue the work on the revision of Directive (EU) 2015/413 facilitating cross-border exchange of information on  **road-safety-related traffic offences**. The main objective of the revision is to improve road safety by better enforcement of road traffic rules. The two above initiatives will also contribute to the headline ambition **A New Push for European Democracy**, as indicated in the Commission Work Programme 2022.

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 2022:
New policy initiatives

Output	Indicator	Target
Revision of existing legislation to adapt to emerging threats in civil aviation	Adoption	Q3 2022
Development of best practices and/or guidance material aiming to improve rail security	Endorsement by the LANDSEC Working Party on rail security	Q2 2022
Joint action in the area of passenger ship security	Completion of an EU-wide risk assessment exercise in passenger ship security; endorsement of possible guidance material	Q4 2022

Output	Indicator	Target
Marine Equipment, Implementing Regulation	Adoption	Q3 2022
Initiatives linked to regulatory simplification and burden reduction		
Output	Indicator	Target
 Maritime safety package: Legislative Proposal on revised Flag State responsibilities	Adoption	Q2 2022
 Maritime safety package: Legislative Proposal on revised Port State control	Adoption	Q2 2022
 Maritime safety package: Legislative Proposal on revised Accident investigation	Adoption	Q2 2022
 Revision of Directive 2006/126/EC of the European Parliament and of the Council of 20 December 2006 on driving licences ²⁷	Adoption	Q4 2022
 Revision of Directive (EU) 2015/413 facilitating cross-border exchange of information on road-safety-related traffic offences	Adoption	Q4 2022
Evaluations and fitness checks		
Output	Indicator	Target
Evaluation of Fishing Vessel Safety Directive (MOVE.D2)	Staff Working Document	Q4 2022

²⁷ This proposal will also contribute to the headline ambition A New Push for European Democracy

Public consultations		
Output	Indicator	Target
Public consultation on the revision of Directive 2006/126/EC of the European Parliament and of the Council of 20 December 2006 on driving licences ²⁸	Launch	Q1 2022
Public consultation on the revision of Directive (EU) 2015/413 facilitating cross-border exchange of information on road-safety-related traffic offences ²⁹	Launch	Q1 2022
Enforcement actions		
Output	Indicator	Target
Possible launch of EU-Pilots regarding the conclusion by Member States of advance administrative arrangements referred to in Article 15(42) of Regulation (EU) No 376/2014	Launch	2022
Possible Reasoned Opinions against Bulgaria and Greece for non-compliance with Article 16(12) of Regulation (EU) No 376/2014	Reasoned Opinions	2022
Possible Letters of Formal Notice and Reasoned Opinions against several Member States for non-compliance with Regulation (EU) 2018/1339 and its implementing rules	Letters of Formal Notice and Reasoned Opinions	2022

²⁸ This initiative will also contribute to the Headline Ambition 6 A new push for European democracy

²⁹ This initiative will also contribute to the Headline Ambition 6 A new push for European democracy

External communication actions		
Output	Indicator	Target
Announcement of annual road safety statistics	Number of press clippings	50
Air Safety List (press release two times a year)	Unique page views of the Air Safety List	500 000
Other important outputs		
Output	Indicator	Target
Revision of the EMSA mandate - Finalisation of the impact assessment	Staff Working Document	Q4 2022
Implementing and delegated rules on aviation safety (air safety list, third country operator organisations, airworthiness and maintenance, air operations, air traffic management, flight crew licensing)	Adoption	2022

PART 2. Modernising the administration: main outputs for 2022

The internal control framework⁽³⁰⁾ 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 towards deploying the human resources in line with the Commission priorities, ensuring sound financial management, an effective functioning of its internal control system and effective fraud risk measures, advancing digital transformation and reducing the environmental impact of our activities.

Throughout 2022, 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

Being at the centre of the European Green Deal and Digital agendas of the Commission and of new initiatives such as the Recovery and Resilience Facility, the effective management of DG MOVE's scarce human resources will remain a priority in 2022, in order to enable the DG to deliver on its heavy agenda (e.g. new Strategy for Sustainable and Smart Mobility; Fit for 55 package; Efficient and green mobility package; Green Freight package; DG MOVE as System Owner and System Provider of the Passenger Locator Forms (PLF) exchange platform, etc.).

The recently adopted local HR Strategy of DG MOVE sets out a series of actions in this respect. The main actions with target date in 2022 have been included in the performance table below. DG MOVE is also welcoming DG HR's work on a new corporate HR Strategy and will ensure its implementation at local level.

In particular, DG MOVE will continue to take actions to attract female candidates to middle management functions (**Indicator 1**). Following the 2020 Commission decision on gender targets³¹ and in order to meet its specific target of three new female middle managers, DG MOVE will continue to 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

⁽³⁰⁾ [Communication C\(2017\)2373 - Revision of the Internal Control Framework](#)

³¹ SEC(2020)246

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 intensify 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.

In order to retain a competent workforce and to maintain high staff engagement (**Indicator 2**), DG MOVE will put in place in 2022 an internal mobility tool for AD, AST and SC staff.

Given the special context related to the pandemic-related measures, the planning of some actions for 2022 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 2022 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 2022:

Output	Indicator	Target
Analyse results of the 2021 Staff Survey and develop action plan	New action plan in place	Q1 2022
Internal mobility tool for AD, AST and SC staff	Tool in place	By Q2 2022
Establish an internal job-shadowing scheme	Scheme in place	By December 2022
Break silos and achieve synergies by setting up cross-unit teams to work on specific projects	Break silos and achieve synergies by setting up cross-unit teams to work on specific projects	First cross-unit team in place by Q1 2022
Organise bilateral meetings with the Director for staff members who have been on their job for more than 3 years in order to discuss future prospects and longer term objectives	Bilateral meetings organised	Start bilateral meetings by December 2022
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

Output	Indicator	Target
Promote female talent by organising courses targeted at female staff	Number of trainings	At least one training by December 2022
Organise trainings for managers on soft skills	Number of trainings	At least one training by December 2022
Organise internal training courses and lunchtime conferences (online/physical/hybrid) on job-specific and transport & mobility topics	Number of courses and lunch-time conferences	At least five courses and lunchtime conferences by December 2022
Organise lunchtime conferences on well-being topics, and on issues of relevance to all staff e.g. TEAMS training, and invite CINEA staff as well	Number of lunchtime conferences	At least 3 lunchtime conferences by December 2022
Launch a new Staff Survey on well-being actions	Staff Survey on well-being actions launched	By Q2 2022
Awareness raising courses on Commission corporate strategies (e.g. Diversity & inclusion, Ethics).	Number of courses	At least one course by December 2022
Conference on diversity topics	Number of conferences	At least one conference by December 2022
Continue the bi-annual newcomers welcoming sessions	Number of sessions	Two sessions by December 2022
Set up a DG mentoring scheme for newcomers and junior staff	Scheme in place	By Q1 2022
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.).	Six newsletters by December 2022

B. Sound financial management

The overall objective for 2022 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 and be subject to a specific annual assessment covering all internal control principles, based on a coherent set of monitoring indicators³² 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 2022 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 budget and financial management through its participation to the dedicated working groups.

In 2022, 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**, which will continue to develop in the recently introduced 'hybrid'-mode.
- 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 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 these entities' mandate and the EU political priorities.

As lead parent DG, DG MOVE will continue to ensure the supervision of the Climate Innovation and Networks' Executive Agency (CINEA), in coordination the other parent DGs within the Steering Committee, and in line with the new set of Guidelines adopted by the Commission in 2021 for executive agencies. DG MOVE aims at providing for effective coordination and flow of information and seeking synergies where appropriate.

³² Internal Control Monitoring Criteria for the year 2022 were updated in November 2021.

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 2022:

Output	Indicator	Target
Effective controls: legal and regular transactions	Risk at payment	remains < 2 % of relevant expenditure
	Estimated risk at closure	remains < 2 % of relevant expenditure
Efficient controls	Budget execution and time-to-pay	remains ≥ 95% of payment appropriations and remains ≥ 95% of payments (in value) on time
Economical controls	Overall estimated cost of controls	remains 2% of funds managed ³³

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

Main outputs in 2022:

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 (including CINEA as lead parent DG) and contributes to the steering of their operational, administrative and financial activities.

Main outputs in 2022:

Output	Indicator	Target
Active participation in the governance of the entrusted entities, including CINEA.	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 a year (control boards)

³³ except for cases where the amount of relevant expenditure is limited (e.g. settlement of legacy projects) and cases for which a reinforces monitoring is necessary

C. Fraud risk management

The Commission 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.

DG MOVE Anti-fraud Strategy was revised in October 2020. In 2022, DG MOVE’s anti-fraud actions are expected to focus on three priority areas, namely:

- 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.

As part of its regular awareness raising activities, DG MOVE will issue regular internal newsletters that address anti-fraud topics (besides internal control, risk management etc.).

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) ⁽³⁴⁾ aimed at the prevention, detection and correction ⁽³⁵⁾ of fraud.

Main outputs in 2022:

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 items, as planned for 2022	% of implementation	100% by December 31, 2022

D. Digital transformation and information management

DG MOVE will 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 also review its implementation of

³⁴ 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’.

³⁵ Correction of fraud is an umbrella term, which notably refers to the recovery of amounts unduly spent and to administrative sanctions.

data principles and data flows in its key systems and will make adjustments as necessary to accommodate the new ways of working.

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 across 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.

E-Domec correspondents will hold workshops, with special focus on the security of Classified and Sensitive-Non-Classified information and personal data. An awareness campaign will be launched for the use of Data Protection Flag in ARES.

The follow-up of action(s) within the framework of Digital Preservation Strategy will be closely monitored.

As regard paperless initiatives, the working group on Qualified Electronic Signature set up in 2021 will focus on the implementation of the single e-signatory, by optimising the use of electronic workflows.

As regards data protection compliance, 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) continue to raise awareness about data protection across the DG by providing trainings to staff and to managers, and inform via the Data Protection Corner of DG MOVE. DG MOVE will pursue its efforts to ensure that all IT systems comply with data protection rules.

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 2022:

Output	Indicator	Target
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 DG MOVE's key data assets	Interim milestone by 2022: 50%
Use of corporate data management tools	Number of use cases	2 new cases by December 2022
Local data inventory	Completeness of the data inventory	99% by December 2022
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	<ul style="list-style-type: none"> a. TENtec - 90% b. MOVEHUB - 100% c. KSDA - 100%

Output	Indicator	Target
MOVE IT systems with a security plan	Percentage of IT systems with a security plan	75% IT systems with a security plan
Implementation of the Digital preservation strategy	Inventory of information systems in DG MOVE and their preservation needs	Inventory completed by the end of 2022
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. At least one IT system in DG MOVE integrated with HAN by the end of 2022
Increase the efficient use of electronic workflows	<ul style="list-style-type: none"> a. Implementation of the Qualified Electronic Signature (OES) single workflow b. Percentage of electronic signatories with a paper circulation in parallel c. Workshops/trainings 	<ul style="list-style-type: none"> a. QES single workflow in place by Q4 2022 b. Below 5% c. At least two ARES workshops per year
Reduce paper storage	<ul style="list-style-type: none"> a. Transfer of closed paper files in DM24 to Intermediate/Historical Archives b. Percentage of digitalised documents from local archives (Adonis) 	<ul style="list-style-type: none"> a. Clean-up of all local archives in DM24 and transfer of closed paper files to the intermediate /Historical Archives b. Minimum 60% of documents identified during the clean-up operation of DM24
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 	<ul style="list-style-type: none"> a. At least 2 information sessions per year b. 100%
Establish records for new processing operations	Percentage of new identified processing operations	100% of new identified processing operations
MOVE IT systems compliant with data protection rules	Percentage of IT Systems	30% IT systems compliant with data protection rules

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 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 regarding waste management and will continue to do so in 2022. 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 2022:

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

Output	Indicator	Target (2019 as baseline)
Staff awareness actions to reduce energy use in the framework of EMAS corporate campaigns and/or awareness actions about DG's total energy consumption in collaboration with OIB. <i>Actions: "switching off when not in use"</i>	Number of actions ⁽³⁶⁾	1
	% of staff informed/participated	100%
	Reduction in energy consumption	15% reduction in energy consumption
Participation in the end of the year energy saving action, by closing down DG's buildings during the Christmas and New Year's holiday period.	Number of buildings participating	2 buildings : DM24 and DM28 = 100 % of DG buildings
Staff awareness actions to reduce water use (for example ensuring that staff use the technical	Number of actions	1
	Number or % of staff informed/participated	100%

⁽³⁶⁾ Indicative actions include local staff awareness actions (e.g. info-fairs) and messages by senior management.

Output	Indicator	Target (2019 as baseline)
services hotline ⁽³⁷⁾ to report leaks) in the framework of EMAS corporate campaigns and/or awareness raising actions about DG's water consumption in collaboration with OIB/OIL where appropriate.	Reduction in water consumption	5% water consumption reduction
II. Reducing CO2, equivalent CO2 and other atmospheric emissions		
Output	Indicator	Target (2019 as baseline)
Staff awareness actions on reducing GHG emissions: - sustainable commuting during EU Mobility week and VeloWalk (corporate events) - sustainable commuting in collaboration with OIB (availability of bike parking facilities, lockers and showers, promoting the reduction of parking spaces' use)	Number or % of staff informed	100% of staff informed
	% of staff participating in VeloWalk	5% increase of staff participating in VeloWalk
	% of sustainable commuters ⁽³⁸⁾ at DG/service	Increase of 5% of sustainable commuters at DG/service (%) ⁽³⁹⁾
Increased use of VC meeting rooms for meetings with stakeholders in the DG, in collaboration with DG SCIC and OIB	Number of VC facilities	Equipment of two VC meeting rooms
		Equipment of directors' offices with VC equipment for hybrid meetings.

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 has adopted new or reviewed existing decisions on the unit contributions in implementing part of the programme (ERTMS, Rail Freight Noise, Electric vehicles charging infrastructures). A lump-sum decision has been adopted for the disbursement of technical assistance to Member States, rationalising the management of these projects and improving the resource allocation. The evaluation of the CEF-T call for proposals will continue to be performed remotely, as some CEF Committee meetings.

As lead parent DG of the executive agency CINEA, DG MOVE will enhance cooperation with other Commission Directorates-General that have delegated their spending programmes to

⁽³⁷⁾ For example, for Brussels: Email: OIB-55555@ec.europa.eu and Tel: 55555.

⁽³⁸⁾ Sustainable commuting usually refers to environmentally friendly travel modes, such as. Public transport (bus, tram, subway, light rail), walking, cycling, and carpooling.

⁽³⁹⁾ Only for Brussels: Based on the results of the staff mobility surveys conducted by OIB.

the agency through the Budget and Finance Network. The network allows better information sharing, to anticipate issues and put in place coordinated actions on all budget issues, helping to achieve a more efficient management of the programmes.

In 2022, 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 internal governance of Horizon Europe. The benefits will mostly be non-financial, reducing the stream of emails and improving time to deliver on service requests.

DG MOVE will continue to contribute to the development of the future corporate planning and reporting tool for budget activities, which will be partly based on the current internal application – VIGIE.

DG MOVE will continue to streamline its processes and procedures in budget and finance management, such as financial circuits and control strategies, in order to adjust them to the operational needs and make them more consistent.

DG MOVE Directorate D (Waterborne) is looking into **new meeting patterns to contain the associated environmental costs whenever possible**. For example, the Directorate is considering alternating between physical and virtual meetings and/or offering all physical meetings as hybrid meetings. This would reduce the need for costly missions abroad, but without the quality of our outputs having to suffer. In parallel DG MOVE will continue to carry out as many interview Selection Panels as possible through Skype/Teams.