



Management Plan 2018

Directorate-General for Mobility and Transport



Contents

INTRODUCTION	3
PART 1. MAIN OUTPUTS FOR THE YEAR	6
PART 2. MAIN ORGANISATIONAL MANAGEMENT OUTPUTS FOR THE YEAR.....	25

INTRODUCTION

This Annual Management Plan outlines DG MOVE's activities in 2018. It builds on the 2016-2020 Strategic Plan¹, which sets out the overarching medium-term strategy for DG MOVE and its contribution to deliver on the Commission's political priorities and objectives.

In 2018, as a strategic sector of EU economy, transport will play a key role in seizing the momentum of economic recovery and building on progress made until now, thereby continuing to contribute to economic growth and jobs, global competitiveness and trade, while enabling people and goods to move safely and seamlessly across Europe and beyond. The Commission's actions and initiatives will contribute to this as set out in further detail below.

As set out in the Strategic Plan, transport policy contributes to five of the Juncker Commission general objectives: a new boost for **jobs, growth and investment, a connected digital single market**, a resilient **energy union with a forward-looking climate change policy**, a **deeper and fairer internal market**, and a **stronger global actor**.

With a view to contribute to these general objectives, DG MOVE has set the following specific objectives for its work. They build on the conviction that investment, innovation and a better regulatory framework are core instruments in driving change, as Europe digitalises and decarbonises its transport network, and in better serving Europe's people and to maintain the EU global influence:

- **An efficient, sustainable, safe and secure Single European Transport Area:** improve regulation, ensure a high degree of implementation of EU legislation in the transport area and open and fair competition both in the EU and in relations with key partner countries.
- **A modern European transport infrastructure:** ensure the effective implementation of the Trans-European Transport Network with the help of the Connecting Europe Facility and the innovative financial instruments (such as the EFSI).
- **An innovative transport sector:** ensure the effective implementation of funding for research and innovation activities in the transport area under Horizon 2020.

Four years into the Juncker Commission's mandate, 2018 will be a year of delivery of the outstanding priority proposals of the Commission. Efforts will then turn to ensure a successful completion of the legislative process in Council and the European Parliament and to reach agreement, as far as possible under the current legislature.

Under the objective of establishing **an efficient, sustainable, safe and secure Single European Transport Area**, DG MOVE will pursue its goal towards the decarbonisation of transport and a cleaner mobility, in particular by promoting legislative and non-legislative measures to that effect and by working to ensure the correct implementation of existing EU legislation. This will contribute to improvements in the Commission's impact indicators on the reduction of greenhouse gas emissions and energy efficiency. This is particularly important in view of ensuring the transition to a modern and low-carbon economy, which is embodied in the key political priority for the European Commission of developing a

¹ Following recommendations from the IAS, DG MOVE's Strategic Plan 2016-2020 was revised in 2016: https://ec.europa.eu/info/publications/strategic-plan-2016-2020-mobility-and-transport_en

Resilient Energy Union and a forward-looking climate change policy. DG MOVE's work on an alternative fuel infrastructure and Cooperative, Connected and Automated Mobility will be key in this respect. Likewise, DG MOVE will actively participate in the negotiations between Council and Parliament on the Commission's road proposals of 2017, in view of an adoption before the end of the Commission's term and on the Clean Mobility Package. Delivering these on the ground will increase clean, competitive and connected mobility and improve mobility services for citizens, while fostering competitiveness for the European industry. DG MOVE will also pursue its work towards global solutions to ensure aviation carbon-neutral growth and on emissions from shipping at the International Civil Aviation Organisation (ICAO) and the International Maritime Organisation (IMO).

Contributing to achieve **a Deeper and Fairer Internal Market**, continuous emphasis will be put in 2018 on ensuring that existing European transport legislation is properly applied and enforced across all transport modes and that it remains 'fit for purpose', as illustrated by the target on transposition rates, open non-communications and infringement cases for 2018. DG MOVE will pursue its engagement for the provision of safe, accessible and affordable transport for everyone through further actions on road safety and on passengers' rights so as to address the social challenges of transport. Likewise the initiatives to ensure social fairness and competitiveness in the transport sector, which provides jobs for more than 5 million Europeans, while also promoting investments in the mobility sector at large, will contribute to **a new boost for jobs and growth**. As part of the Security Union Agenda and the Commission action plan on protecting public spaces, the Commission will work on further measures to improve passenger railway security. Continuous implementation of the aviation strategy will reinforce the competitiveness of European industry, contribute to the creation of **jobs and growth** and make the EU a **stronger Global actor**.

2018 will also be **the year of Multimodality**: through a series of policy initiatives and events, DG MOVE will promote the functioning of the transport sector as a fully integrated 'system', highlighting those factors that prevent the take up of multi-modal options for freight and passengers even when it is the most efficient approach. Contributing to the **Commission's Digital Single Market** and to the European growth and competitiveness, numerous DG MOVE initiatives in 2018 will be taken to better exploit the benefits of digital technologies for an efficient, sustainable, safe and secure transport system that serves citizens and businesses.

Under the objective of promoting a **modern European transport infrastructure**, and contributing to boosting jobs and growth, DG MOVE will work in 2018 to facilitate future investment through the continuous implementation of the Connecting Europe Facility for the realization of the trans-European Transport (TEN-T) networks and engagement in the preparation of the financial framework after 2020. These efforts are reflected in the targets set for the result indicators for this specific objective in 2018. Public investment in transport infrastructure will lead to a GDP increase, therefore contributing to the Commission-wide target set for the impact indicators on GDP growth, as set out in DG MOVE's Strategic Plan 2016-2020. Under the objective of promoting **an innovative transport sector** through the selection of research and innovation projects under the Horizon 2020 Programme, including SESAR and Shift2Rail, DG MOVE will in 2018 further contribute to the decarbonisation and digitalization of transport. This will in turn directly contribute to the Commission wide-target for a new boost for jobs, growth and investment through investment in R&D.

The graph below illustrates how the delivery of important outputs planned for 2018 will be conducive to the achievements of DG MOVE's Specific Objectives while contributing to the Commission's General Objectives.

1. A New Boost for Jobs, Growth and Investment

2. A Connected Digital Single Market

3. A resilient Energy Union with Forward-Looking Climate Change policy

4. A Deeper and Fairer Internal Market with a Strengthened-Industrial Base

5. A Stronger Global Actor

DG MOVE Specific Objectives contributing to the Commission General Objectives

Specific Objective 1:
An efficient, sustainable, safe and secure Single European Transport Area

Specific Objective 2:
Implementation of the TEN-T network with the help of CEF and EFSI

Specific Objective 3:
Implementation of funding for research and innovation activities in transport

Main 2018 outputs

Main 2018 outputs

Main 2018 outputs

Low-Emission mobility

Follow-up on the Europe on the Move and the Clean Mobility Packages adopted in 2017, including with co-legislators of legislative proposals, and preparation of Mobility Package III

Road safety

- New framework for effective EU road safety policy

Rail security

- Legislative EU framework to protect passenger railway services from terrorist acts

Digitalisation

- Initiative on Cooperative, Connected and Automated Mobility in Mobility Package III
- Legislative proposal on electronic transport documents for freight transport

Waterborne

- European Maritime Single Window
- Maritime legislation fitness check
- Follow-up of REFIT evaluation of minimum level of training of seafarers and mutual recognition of certificates in the Member States

Aviation

- Implementation of the aviation strategy from 2015

- Proposal on CEF in the next financial programming
- Streamlining the implementation of the Trans European Transport Network (TEN-T)
- Amendment to CEF Transport Multi-Annual Work Programme
- Finalisation of Call for proposals dedicated to SESAR
- Appointment of European Coordinators (second mandate)
- Elaboration of action plan on military mobility
- Call for proposals on drones and safe airspace integration
- Signature of Grant Agreements for technical assistance to MS and beneficiaries
- 3rd generation work plans for the Core Network Corridors
- CEF mid-term evaluation

- Evaluation and award decisions to the transport projects selected under the Horizon 2020 Work Programme 2016-2017
- Preparation of next Framework Programme and the future of transport-related Joint Undertakings

PART 1. MAIN OUTPUTS FOR THE YEAR

The key deliverables for DG MOVE in 2018 will contribute to the Specific Objectives of DG MOVE and to the overall Commission objectives, in particular to the creation of jobs, growth and investment, digitalisation, decarbonisation, a deeper and fairer Internal Market and to making the EU a stronger global actor. They include:

- Building on the progress already achieved to promote the specific objective of an efficient, sustainable, safe and secure Single European Transport Area, and contributing to a Resilient Energy Union with a Forward-Looking Climate Change Policy and to a Deeper and Fairer Internal Market as outlined in the Commission Work Programme 2018, we will endeavour to ensure the adoption by the co-legislators before the end of the Commission's mandate of the **road proposals** part of the 1st mobility package 'Europe on the Move' from May 2017 and of the legislative initiatives in the 2nd mobility package from November 2017. This includes the Directive on charging of heavy goods vehicles, the Directive on the interoperability of electronic road toll systems, revision of Regulations on access to the profession and to the road haulage market, revision of the Directive on the use of hired goods vehicles, the proposal on bus and coach services, the revision of Regulations on driving and rest periods and on tachographs, the revision of Directive on implementation of social legislation in road transport as well as the revision of the Combined Transport Directive and the proposal on procurement of clean vehicles. These proposals are highlighted as priority files in the Commission Work Programme 2018 and the Joint Declaration on the EU's legislative priorities for 2018-19.
- As set out in the Commission Work Programme 2018, important new initiatives are foreseen for adoption under a third Mobility Package in 2018. Contributing to **simplification and digitalisation**, the package will include a proposal on a European Maritime Single Window environment, supporting the competitiveness of the maritime transport sector by further exploiting the benefits of harmonised reporting formalities for ships calling at EU ports. We will also propose a set of policy measures aimed at **fostering the use of electronic transport documents** for the carriage of goods within the EU, in all transport modes. The package will also include an initiative on Cooperative, Connected and Automated Mobility (CCAM). These initiatives will in addition contribute to the **promotion of multimodal transport in 2018**, and will follow-up on the work done on digitalisation under the Estonian Presidency in 2017.
- Also as part of the third Mobility Package a new **Framework for an effective EU road safety policy 2020-2030** will be presented and we will propose improvements to existing legislation on road infrastructure safety management and tunnel safety. In addition, we will strive for a quick adoption by the co-legislators of the revised legislation on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers.
- DG MOVE will continue to deliver on **the Security Union agenda** by focusing in particular on efforts to enhance security in public spaces, while also ensuring fluid transport networks. In particular, as mentioned in the Commission Work Programme 2018, the Commission will work on legislative framework measures to improve passenger railway security.
- **Social aspects of transport** will also be a priority for DG MOVE in 2018 with several deliverables: guidelines to attract new workers to the transport sector; a study on the social dimension of the transition to automation; an educational toolkit for fighting stereotypes against women as workers, and a study on flexibility of work in the transport sector. The Platform for Women in Transport will be fully operational in 2018.

- In 2018, we will continue to implement the initiatives in **the aviation strategy** the Commission adopted in 2015. The implementation of the strategy and in particular the negotiations of comprehensive EU air transport agreements and bilateral aviation safety agreements with key partner countries and regions together with the adoption by the co-legislators of a modernised Aviation Safety Regulation, a possible agreement on a revised Unfair Practices Regulation and the adoption by the Commission of revised SES Network Manager Functions Regulation and Performance Scheme, will reinforce the competitiveness of European industry, contribute to the creation of jobs and growth and to making the EU a Stronger Global Actor also in this field. In addition, the Commission will in 2018 put forward a document tying together notably the conclusions of two aviation strategy deliverables (i.e. evaluations of the Air Service Regulation and of the Airport Charges Directive) and of a fact-finding study on employment and working conditions of aircrews.
- The expected adoption in June 2018 by the ICAO Council of the first global market based mechanism called CORSIA (Carbon Offsetting and Reduction Scheme for International Aviation) will contribute to a Resilient Energy Union with a forward-looking climate change policy as well as making the EU a stronger global actor. Once the standards adopted, the Commission will implement CORSIA monitoring, reporting and verification rules to ensure that CORSIA has the necessary data to be operational as of 2021, starting date of the mechanism's first voluntary phase.
- Following the adoption of the **Fourth Railway Package** in 2016 we will continue our efforts to ensure the preparedness of the European Union Agency for Railways for its key role as authorisation and certification entity in view of the implementation deadline of 16 June 2019.
- In the area of **waterborne transport**, the maritime year 2017 has set a process in motion which will continue bearing fruits in 2018. Continued modernisation of the maritime, port and inland navigation policy frameworks will benefit from the various REFIT exercises and notably from the results of Fitness check of maritime legislation to be published in 2018.
- Contributing to the achievement of the specific objective related to a **modern European transport** infrastructure and to support the creation of jobs, growth and the necessary investment in transport infrastructure, we will pursue implementation of the Connecting Europe Facility. DG MOVE will run preparatory activities and Impact Assessments on the CEF proposal for the next financial perspective in view of proposing an evidence-based legal framework for funding the TEN-T priorities post-2020.
- Grant agreements for a Blending Call with an initial budget of EUR 1 billion will be finalized in early 2018. Grant Agreements will be signed late 2018 for additional EUR 350 million to support the 'Innovation and new technologies' priority, in particular the Alternative Fuels Action Plan. Grant Agreements with a budget of EUR 290 million will also be signed for proposals related to the SESAR/ Single European Sky priority. In view of launching the remaining CEF grant budget, a multi-annual call will be opened during the TEN-T days in Ljubljana 25-27 April 2018.
- As shown in the Commission Work Programme 2018, the Commission will also as part of the third Mobility Package present an initiative aimed at improving the **implementation of key infrastructure projects** (cross-border, missing links, removing bottlenecks).
- DG MOVE will also coordinate the elaboration of the Action Plan on Military Mobility announced in the Joint Communication "Improving Military Mobility in the European Union (JOINT (2017) 41 final).

- Under the specific objective dedicated to research and innovation in transport, DG MOVE will in 2018 also engage in the design of **EU's next Framework Programme (FP9)** and in the future of transport-related Joint Undertakings, in the context of the Multiannual Financial Framework (MFF) beyond 2020.
- **Research and innovation projects in transport** of approximately EUR 245 million will be selected in 2018 under the Horizon 2020 programme, including for SESAR and Shift2Rail. These will contribute to the decarbonisation and digitalisation of transport, as well as to the creation of jobs, growth and investment. On **SESAR deployment**, a new set of implementation projects will be selected following the 2017 CEF call for proposals. We will also launch the processes for adopting a revised Pilot Common Project and a new Common Project, both expected by the end of 2018. We also expect to adopt an update of the SESAR deployment programme, based on the experience gained over the past three years.

A. An efficient, sustainable, safe and secure Single European Transport Area

Promoting the implementation and enforcement of the EU transport acquis by Member States is essential to achieve **an efficient, sustainable, safe and secure Single Transport Area** and deliver the benefits of transport policies to European citizens and businesses. To this purpose and following the publication in January of the Commission Communication "EU Law: better results through better application", DG MOVE revised in April 2016 its strategy for a **Smart Monitoring and Enforcement of EU transport acquis** (the "infringement Vade-mecum"). The revised text sets up operational arrangements to ensure that the key orientations of the Communication (prioritisation of infringements, change of role of EU-Pilot exchanges with Member States, political validation of infringement decisions by Cabinet, negative prioritisation of complaints dealing with "non-structural" issues) are effectively put into practice by DG MOVE services. Ensuring implementation of such practices will contribute to promoting high transposition rates of transport legislation by Member States. They should also allow DG MOVE to continue ensuring the rapid treatment of infringement files, therefore delivering on the DG's commitment to ensure a high degree of implementation as embodied under Specific Objective 1 in the Strategic Plan 2016-2020.

Key policy deliverables in 2018 contributing to the implementation of **an efficient, sustainable, safe and secure Single European Transport Area** are listed in the table below. Additional information on initiatives in this area is also provided in the text below.

Relevant general objective(s): 1, 2, 3, 4 and 9 (see Strategic Plan 2016-2020)		
Specific objective: 1: "An efficient, sustainable, safe and secure Single European Transport Area: Improve regulation, ensure a high degree of implementation of EU legislation in the transport area and open and fair competition both in the EU and in relations with key partner countries."		Related to spending programme(s): N/A
Main outputs in 2018:		
All new initiatives and REFIT initiatives from the Commission Work Programme		
Output	Indicator	Target
Legislative EU framework to protect passenger railway services from terrorist acts (MOVE.A5)	Adoption of Commission proposal (Decide Planning ref.)	April 2018

	PLAN/2017/1172)	
European Single Maritime Window environment (revision of Directive 2010/65/EU on Reporting Formalities for Ships) (MOVE.D1)	Adoption of Commission proposal (Decide Planning ref. PLAN/2017/1050)	Q2 2018 (within the 3 rd Mobility Package)
Proposal for a legislative initiative on Electronic transport documents for freight transport (MOVE. D1)	Adoption of Commission proposal (Decide planning ref. 2018/MOVE/01)	Q2 2018 (within the 3 rd Mobility Package)
Framework for effective EU road safety policy 2020-2030 (MOVE.C2)	Adoption of Commission document (Decide planning ref. PLAN/2017/1483)	Q2 2018 (within the 3 rd Mobility Package)
Proposal for a Directive amending Directive 2008/96/EC on road infrastructure safety management and Directive 2004/54/EC on minimum safety requirements for tunnels in the trans-European road network (transferred from CWP 2017) (MOVE.C2)	Adoption of Commission Proposal (Decide planning ref. 2016/MOVE/007)	Q2 2018 (within the 3 rd Mobility Package)
Proposal for a Directive on port reception facilities for the delivery of waste from ships, repealing Directive 2000/59/EC and amending Directive 2009/16/EC (transferred from CWP 2016) (MOVE.D2)	Adoption of Commission proposal (Decide Planning ref. 2017/MOVE/001)	Q1 2018 (within the Circular Economy Package)
Maritime legislation fitness check covering legislation on flag state responsibilities, accident investigation, port state control, the vessel traffic monitoring and information system and, the reporting formalities for ships arriving in and/or departing from ports of Member States (transferred from CWP 2016) (MOVE.D2)	Adoption of Fitness Check (REFIT Evaluation - Decide Planning ref. 2016/MOVE/076)	Q1 2018
Proposal for a Council Recommendation on safety goals and functional requirements for passenger ships below 24 m in length (Small Passenger Craft Code - follow-up to the REFIT Fitness Check on Passenger Ship Safety) (MOVE.D2)	Adoption of Commission proposal (Decide Planning ref. 2017/MOVE/014)	Q1 2018
Proposal for a Directive of the European Parliament and of the Council amending Directive 2008/106/EC on the minimum level of training of seafarers and repealing Directive 2005/45/EC on the mutual recognition of seafarers' certificates issued by the Member States (MOVE.D2)	Adoption of Commission proposal (Decide Planning ref. 2017/MOVE/013)	Q2 2018
Other important outputs		
Output	Indicator	Target
Implementation of the aviation strategy (see indicative action plan annexed to aviation strategy communication (COM/2015/598 final) (MOVE.E)	Implementation of initiatives (e.g. continuation/completion of negotiations of EU comprehensive air transport	2018

	agreements and bilateral aviation safety agreements; adoption by the co-legislators of a proposal establishing a revised European Union Aviation Safety Agency including a framework on civil drones; completion of negotiations on a proposal for a revised Regulation 868/2004 on unfair practices; revised SES Network Manager and Performance Scheme; Commission document tying together the conclusions of the evaluations of Directive 2009/12/EC on airport charges, of Regulation No 1008/2008 on common rules for the operation of air services, and of a fact-finding study on employment and working conditions of aircrews)	
Cooperative, Connected and Automated Mobility (CCAM): Commission Delegated Regulation on Cooperative ITS (implementation of the ITS Directive 2010/40/EU) (MOVE B4)	Adoption by the Commission of the Delegated Regulation (delegated act)	Q3-Q4 2018
Mid-term evaluation report on EMSA's activities for response to marine pollution from ships and oil and gas installations (Regulation (EU) n° 911/2014) (MOVE.D2)	Adoption of Commission SWD (Decide Planning ref. 2017/MOVE/030)	Q1 2018
Evaluation of the River Information Services (RIS) Directive (MOVE.D3)	Adoption of Commission SWD (Decide Planning ref. PLAN/2017/1955))	Q4 2018

Low-Emission mobility

The 2017 State of the Union Address reinforced that the EU should become world leader on decarbonisation. Through the implementation of several actions announced in the November 2017 Clean mobility package, DG MOVE will contribute to the Commission priority for a resilient energy union with a forward-looking climate change policy.

DG MOVE will work closely with the co-legislators in the negotiations on the revision of the **Clean Vehicles Directive** aiming for a first reading agreement in 2018 and final agreement before the end of this Commission's term.

Additional actions will be taken to accelerate the roll-out of **alternative fuels infrastructure** in line with Directive 2014/94/EU and following the set of actions outlined in the **Action Plan on Alternative Fuels Infrastructure** (COM (2017)652). These will include work to roll out alternative fuels infrastructure as part of the TEN-T core network corridors, see also under specific objective 2 below, seeking to establish a full backbone infrastructure by 2025, as well as facilitating public and private

investments through interaction with Member State authorities and private actors. DG MOVE will take actions to improve consumer buy-in, including through addressing the interoperability of infrastructure services (including payments). Their effective implementation requires **accessing, sharing and reusing data**, where a number of requirements have already been agreed as part of the implementation of the Intelligent Transport Systems (ITS) Directive. However, in many cases, data is still not available and would need to be collected and processed in Member States. The Commission intends to issue a Programme Support Action (PSA) under the Connecting Europe Facility to assist Member States with this process, where needed.

DG MOVE will continue to work on adopting European standards based on the work of standardisation bodies (CEN/CENELEC). It intends to adopt standards for CNG, LNG supply for road transport and for hydrogen supply through a Commission Delegated Regulation.

DG MOVE will continue work with Member States on a **methodology to let consumers compare the prices** of conventional and alternative fuels in a common unit. It will also support Member States in making this information available via digital tools. The Commission intends to issue a Programme Support Action (PSA) under the Connecting Europe Facility (CEF) to support Member States with introducing and explaining the methodology to consumers and testing the impact of the methodology under real-life conditions.

Further exchanges will take place with stakeholders to take stock of progress regarding market update, infrastructure development and consumer confidence on clean transport and alternative fuels, including through a planned high-level policy conference in late 2018. Further progress on the Clean Bus Deployment Initiative, launched in July 2017, will be made to support market demand through better aligned procurement action.

In view of implementing the **Urban Mobility** Package, DG MOVE will facilitate the wide use of urban mobility key performance indicators in view of developing an Urban Mobility Scoreboard by providing technical assistance to 50-55 cities. DG MOVE will also carry out studies to define guidelines for cycling projects, execute European Parliament pilot actions on "Awareness-raising measures on a car-free lifestyle" and on "Sustainable shared mobility interconnected with public transport in European rural areas. It will continue with the organisation of the European Mobility Week on sustainable urban mobility, bringing together over 2.000 municipalities to promote behavioural change and with the deployment of innovative urban mobility projects and networking between cities under the CIVITAS initiative. In addition, the key urban mobility concept of **Sustainable Urban Mobility Plans** (SUMP) will be reinforced in 2018 and updated in light of the recent development.

Through the revision of the technical specifications for interoperability relating to **rail noise**, together with the planned designation of quieter routes through accompanying measures, significant reduction of rail freight noise will be sought.

In 2018, a proposal will be made to renew the mandate of the **European Sustainable Shipping Forum (ESSF)**, in view of its expiration in June 2018, which should reflect the larger scope the ESSF has taken over the years to support harmonised implementation of EU instruments, develop technical solutions for compliance and establish direct communication channel between the Commission, Member States and industry on sustainability issues, as well as produce coordinated submissions to the IMO or ISO.

The Commission will also have a closer look into encouraging **rebates for green shipping by ports** as requested by the co-legislator in the Ports Services Regulation.

Growing congestion and air pollution in cities create increasing political and societal pressure on decision-makers to take action. DG MOVE will take on this role with the **Multimodality Year 2018** through a series of policy initiatives and events aiming at raising awareness on modal optimisation and promoting the functioning of the transport sector as a fully integrated 'system'. This is key in the current economic and environmental context where growing congestion and air pollution in cities create increasing political and societal pressure on decision-makers to take action. Key thematic areas will be digitalisation with a focus on electronic transport documents and electronic corridor information systems based on a common data layer; support for multimodal, physical and digital infrastructures; as well as economic incentives.

We will also evaluate at mid-term the state of the implementation and delivery of **the Naiades II Action Plan** aimed at achieving modal-split thanks to a modern and attractive inland navigation.

Environment is also a key aspect of the aviation strategy. Following the negotiations' conclusion in 2016 by the UN General Assembly of the International Civil Aviation Organisation (ICAO) on a landmark deal to address CO2 emissions from aviation, ICAO technical experts for environment protection in aviation reached consensus on a number of important features in 2017, such as harmonised monitoring, reporting and verification rules, and recommended a package of CORSIA (Carbon Offsetting and Reduction Scheme for International Aviation) measures to the ICAO Council for adoption. The Commission will support the adoption of such a package in June 2018 by the ICAO Council. The Commission will then implement CORSIA monitoring, reporting and verification rules to ensure that CORSIA has the necessary data to be operational as of 2021, which is the starting date of the mechanism's first voluntary phase.

As part of the international action to monitor and reduce GHG emissions from the shipping sector, the IMO adopted in 2017 a global data collection scheme. The Commission will in 2018 assess the potential for aligning the European monitoring, reporting and verification schemes to the international one.

A deeper and fairer internal market

Road transport

In 2018, DG MOVE will concentrate on the negotiations in the Council and the European Parliament on the initiatives included in the two **mobility packages** adopted in 2017. Whilst several legislative proposals will be under scrutiny of the co-legislators, DG MOVE must ensure the coherence between these proposals and a right balance between the social conditions for workers and the competitiveness of the road transport sector.

The implementing work will carry on with technical specifications on on-board weighing equipment as well as a Report on the implementation of Regulation (EC) No 561/2006 on the harmonisation of certain social legislation relating to road transport.

Road safety measures include the on-going monitoring and enforcement of existing **road safety** legislation in line with the better regulation principles, notably in areas such as roadworthiness testing, driving licences and transport of dangerous goods. We will also work on defining a new framework for effective EU road safety policy for 2020-2030, revise the infrastructure and tunnel safety legislation as well as work towards the identification of a funding mechanism to support road safety infrastructure upgrades. At the international level, priority will be put on the Western Balkans with the specific objective of preparing and agreeing on a Ministerial declaration on road safety. Furthermore we will use the roadworthiness committee to actively exchange experiences

and best practices between Member States and relevant stakeholders with a view of issuing guidelines to support harmonised understanding and sharing of knowledge on emission testing.

Aviation

2018 will see the continuation of the implementation of initiatives listed in the indicative plan annexed to the aviation strategy the Commission adopted in December 2015. This will include: adoption by the co-legislators of a proposal establishing a revised European Union Aviation Safety Agency including a framework on civil drones; the completion of negotiations between the co-legislators on a proposal for a revised Regulation 868/2004 on unfair practices; negotiations of agreements (following the initialling of agreements with Armenia and Tunisia in 2017, more negotiations could be concluded in 2018, which in turn could lead to the initialling/signature of other agreements in 2018 or 2019); the adoption by the Commission of a revised SES Network Manager Functions Regulation (and subsequent nomination of a new Network Manager to support ATM network performance after 2020) and of a revised SES Performance Scheme together with new Union-wide targets to be adopted by 2019 in view of the third reference period of the performance scheme; finally, studies and evaluations.

Four ex-post evaluations are foreseen for 2018, on airport charges (Directive 2009/12/EC), on common rules for the operation of air services (Regulation No 1008/2008), on aviation accident investigation (Regulation No 996/2010) and on the framework for the EU air safety list (Regulation No 2111/2005). In addition, a Commission's document tying together the conclusions of the evaluations of Directive 2009/12/EC, of Regulation No 1008/2008 and of a fact-finding study on employment and working conditions of aircrews, will be prepared in 2018.

We will also activate the extended scope of the Memorandum of Cooperation between the USA and the European Union on ATM modernisation and civil aviation, research and development and global interoperability by launching new cooperative activities in the field of ATM deployment.

Rail

In 2018, DG MOVE will continue its efforts to enhance the competitiveness of European railways through establishing a level playing field for a fair competition on the track and work on the implementation of the technical pillar of the 4th Railway Package adopted in 2016.

Through an enhanced dialogue with rail regulatory bodies, infrastructure managers and railway undertakings, the Commission will actively support the rail sector in boosting efficiency and innovation.

Specifically under the market pillar we will adopt implementing measures on economic equilibrium aiming to maintain a balance between market opening, which allows for new services under "open access" conditions, and viability of existing public service contracts in rail. As to railway legislation in force, the Commission will focus on the correct transposition and effective application of market access, interoperability and safety rules in close cooperation with the authorities of Member States. In late 2018 the Commission will re-launch the evaluation of rail freight corridors to assess their effectiveness and to consider whether legislative changes are needed. Our efforts to boost rail freight will continue in 2018 through financial support for a common EU Portal for last mile infrastructure to further support rail freight and through action to support the rail freight corridors.

In 2018 we will also prepare the 6th Rail Market Monitoring Report, launch the revision of the Market Monitoring Regulation and conduct a third Eurobarometer Survey on Europeans' satisfaction with rail passenger services. These monitoring activities allow tracking trends over time and will provide useful inputs to the current and future work of the DG on further rail related issues, such as ticketing, information services and passenger rights.

Under the technical pillar our work in 2018 will in particular focus on preparing the European Union Agency for Railways (EUAR) for its new role as authority in charge of delivering decisions for the approval of rail traffic management systems (ERTMS), vehicle authorisations and safety certificates. As of 16 June 2019 the Agency will substitute Member States' national safety authorities in some cases with a wider European dimension. By mid-2018 the Commission will deliver a progress report on the implementation of the technical pillar of the 4th Railway Package.

Throughout 2018 DG MOVE will continue its efforts in reducing barriers for interoperability and in achieving a joint ERTMS system strongly supporting the control and command of rail services throughout Europe. DG MOVE will adopt technical standards for interoperability in relation to infrastructure, signalling, transport telematics, locomotives and rolling stock and continue the cooperation with all relevant public and private stakeholders on general issues of rail related standardisation.

Waterborne Transport

In the area of waterborne transport, the maritime year 2017 has set a process in motion which will continue bearing fruits in 2018. Continued modernisation of the maritime, port and inland navigation policy frameworks will benefit from the various REFIT and Fitness check exercises.

Building on the outcome of the **Fitness check of maritime transport legislation** including legislation on port State control, flag State responsibilities, maritime accident investigation, reporting formalities and vessel traffic monitoring, that will be finalised in early 2018, the Commission will start preparing follow-up proposals where necessary. The Commission will present as a matter of priority and in the interest of the European shipping industry, a proposal for revision of the reporting formalities Directive, following an impact assessment. In other areas identified under the Fitness Check, notably regarding the Flag State Directive, impact assessments will be launched wherever the related evaluations pointed at the issues requiring adaptations of existing legislation. Digitalisation and EMSA support will be key enablers in this search for simplification and modernisation.

Building on the evaluation of Directive 2000/59/EC on port reception facilities for ship generated waste, the Commission will, as part of the Circular Economy Strategy, adopt a proposal for a new **Directive on port reception facilities** for the delivery of waste from ships. The directive will aim at an increased delivery of waste from ships in particular addressing the problem of sea based sources of marine litter by proposing further alignment with the IMO MARPOL convention and effective enforcement measures combined with economic incentives to deliver waste in ports where the respective waste streams can feed into the circular economy.

The Commission will continue to support the **implementation of the Ports Services Regulation** launched with the first meeting of the Ports Forum in December 2017, and pursues exchanges with stakeholders.

As a follow-up to the Fitness check of the **passenger ship safety legislation** and as a second wave of measures after the adoption in October 2017 of the three revised directives, the Commission will propose the first steps towards a functional Code for small passenger craft. Following extensive consultations with Member States and industry stakeholders, the proposal for a Council recommendation will take up work on recommendations for technical requirements for small domestic passenger ships excluded from the EU legislation.

The REFIT evaluation of the two Directives regulating the **seafarers' training and certification system** finalised in 2017 has indicated several issues that have hindered their effectiveness and efficiency and that would require legislative intervention. The Commission will propose a revision of the legislation in order to address the implementation problems identified by the evaluation without altering or expanding the scope of the existing legislative framework. Regarding seafarers, the Commission will also present a report on the implementation of responsibilities of labour supplying States in the context of the Maritime Labour Convention.

Regarding the **European Maritime Safety Agency**, the Commission will adopt early 2018 a Progress report on the implementation of the agency's mandate incorporating the results of the evaluation commissioned and the recommendations delivered by the Agency's Administrative Board. A mid-term evaluation report will be adopted in parallel presenting the results of the use of the financial multiannual envelope for EMSA activities for response to pollution from ships and oil and gas installations and their effectiveness, efficiency, relevance, coherence and added value. These two reports will provide a solid ground for defining the future tasks of the agency under the next MFF.

To improve the current framework for **reporting formalities for ships** calling at EU ports, and contributing to a Deeper and Fairer Internal Market, a proposal to revise the current legislation in order to achieve a deeper and truly harmonised European Maritime Single Window environment will be put forward. A single entry point with a common interface for digital reporting of a clearly defined data set, including harmonised cargo information in the eManifest format, is crucial for a more efficient and competitive maritime internal market. The proposal supports simplification, digitalisation and burden reduction – thereby boosting jobs and growth.

The Commission will finalise its impact assessment on a new policy initiative on **electronic transport documents**, which may lead to a legislative proposal on the acceptance and harmonisation of electronic transport documents. The overall objective of this initiative is to support full exploitation of the benefits that the digital exchange of data as included in transport documents could bring. It would also help the transport sector to reduce costs, with a relatively expected higher positive impact for multimodal transport. Additional benefits are expected in terms of facilitation of regulatory enforcement through the re-use of data for statistical and risk assessment purposes, as well as reduced environmental impacts. The initiative would constitute an important deliverable in the context of the Multimodality Year.

In the framework of the Marine Equipment Directive (2014/90/EU), the Commission has been empowered to adopt implementing acts in particular for indicating the applicable international standards and testing requirements for marine equipment and in order to lay down technical criteria for electronic tags, and is planning to act accordingly during 2018. In 2018, DG MOVE will adopt the delegated and implementing acts foreseen by Directive (EU) 1629/2016 on technical standards for inland navigation vessels and that have to be in place before the transposition end date of 7 October 2018. Among the most important acts are the updates of Annex II of the Directive with the ES-TRIN 2017 standard approved by the European Committee for Inland Navigation Standards (CESNI)

or the Delegated Regulation enabling the operation on the European Hull Database (register for inland navigation vessels). In the context of River Information Systems (RIS), DG MOVE will also adopt the implementing acts required for updating Inland-ECDIS and the Notices to Skippers as well as the technical specifications for vessel tracking and tracing systems and for Electronic Reporting in inland navigation. Furthermore, in 2018 DG MOVE will report on the progress achieved in the implementation of the Naiades II Action Plan over the period 2014-2017 and will also perform an evaluation of River Information Systems Directive EC/2005/44 in the perspective of building up a Digital Inland Navigation Area (DINA).

Digitalisation of transport and logistics

The 2017 State of the Union Address urges to support our industries in leading digitalisation to maintain their long-term competitiveness; this includes European leadership in Cooperative, Connected and Automated Mobility (CCAM).

To join forces on innovation and strategic investments in CCAM, DG MOVE will work on the development of a common vision and a Master Plan together with Member States and industry. This includes examining a possible private public partnership approach on CCAM.

DG MOVE will also in 2018 use its established stakeholder and Member States' coordination processes, especially the C-ITS deployment initiatives in the C-ROADS Platform, and develop rules for the swift deployment of C-ITS-equipped vehicles across the EU by 2019.

DG MOVE will examine the social impact of digitalisation, using the input of the Tallinn Digital days in November 2017. Taking account of increasing security risks and the effects of digitalisation, DG MOVE will also re-assess the 2014 Staff Working Document on the Continuity of passenger mobility following disruption of the transport system.

Following the publication of the ITS Directive Delegated Regulation 2017/1926, efforts will now be focused on supporting its functional and technical implementation by Member States and stakeholders. Additional emphasis will also be placed on integrated payment and ticketing.

In 2018, a proposal will be made to renew the mandate of the **Digital Transport and Logistics Forum (DTLF)**, in view of its expiration in June 2018. Created to seek coordination and consensus among all relevant logistics stakeholders as well as Member States in order to accelerate the digitalisation of the transport and logistics sector, the forum further works on a concept for a federative multimodal architecture for data exchange with a view to stimulate multimodality, make the logistics chain more efficient, and foster collaboration between actors. The DTLF is a truly multimodal and cross-sectorial forum, and extension of its mandate will allow to further promote the digitisation of transport documents beyond carriage contract documents, as well as the continuation of the work on the federative architecture and common data layer and its validation along TEN-T corridors.

In order to contribute to the modernisation of the inland navigation sector and fully integrating it into the transport logistics chains, we will propose a **Digital Inland Navigation Area** concept. A thorough evaluation of the current legislative framework for River Information Services will be carried out to inform any decisions on the development of legislation and updated standards for river information services and technical requirements for vessels will be adopted. The **impact assessment for digital inland**

navigation tools will aim at taking advantage of digitalisation for enforcing current legislation more efficiently, at lesser cost and with less administrative burden.

Global Europe

Contributing to the "**EU as a stronger global actor**", DG MOVE promotes EU transport policies all over the world, including Trans-European Transport Network (TEN-T) as well as EU technical standards across all transport modes, notably for safety and security.

In 2018, a special emphasis will be given to **supporting EU industry through improved market access** and **enhancing Europe's role and influence** in the transport sector.

DG MOVE will strengthen transport relations with key partner countries and regions, such as China in the framework of the Connectivity Platform, thus paving the way for better access to foreign markets, reciprocity and level playing field as well as the promotion of EU standards. This will in turn reinforce the competitiveness of EU operators and thus contribute to the development of the EU internal transport market.

Greater cooperation between transport modes and cross-modal approaches facilitate the dialogues with more **strategic partners**, such as China, India, Japan, US as well as with '**new high growth markets**' such as ASEAN (dialogue launched in October 2017) or Iran.

As regards the **Neighbourhood**, supporting connectivity reforms and the gradual extension of the EU policy approach will remain a key priority. This will include the smooth implementation of the Transport Community Treaty with the Western Balkans Parties and the establishment of the Trans-Mediterranean Transport Network and its connections with TEN-T. Cooperation in the framework of the Eastern Partnership will continue. Relaunching a cross-modal Transport Dialogue with Turkey should also be explored.

Intelligent Transport System, digitalisation and EU social standards in the transport sector (such as requirements on working time, social dialogues etc.) are also parts of the process whereby the EU acquis is being gradually extended to our neighbours and promoted worldwide.

Building on the key role played by safe, secure, interconnected and sustainable transport systems in the implementation of the EU development policy in light of the 2030 Agenda (UN Sustainable Development Goals), DG MOVE will continue to provide its input to the **Africa-EU Partnership** following the Summit held in November 2017.

DG MOVE will continue the cooperation with **international organisations and multilateral fora** to promote its transport policy objectives and share best practices globally through multilateral fora (e.g. UNECE-Inland transport Committee). DG MOVE is actively pursuing the objectives of decarbonisation of transport in accordance with the UN Sustainable Development Goals in both in the IMO, in particular through the work of the Marine Environment Protection Committee, and in ICAO. To this purpose, targeted EU assistance is sought to support our partner countries' capacity to implement sustainable transport solutions. This will also contribute to the global discussions aimed to the adoption of ambitious emission reduction targets. For international shipping the Commission will continue to promote safety, environmental and security measures in the IMO.

DG MOVE is also actively engaged in the strategic discussions taking place in the relevant multilateral fora concerning digitalisation and automation for the future of transport.

An EU-Iran workshop on maritime and ports policy is planned for 2018 to explore the possibilities for closer cooperation on the maritime transport issues.

The Commission will also continue to actively promote the European rail manufacturing industry.

Citizens

Transport security

DG MOVE will continue to deliver on the Security Union agenda by focusing in particular on efforts to enhance security in public spaces, while also ensuring fluid transport networks.

Because by its nature rail transport is open, it is a high risk target. In June 2017, the Commission, along with Member States launched a common railway risk assessment. The Commission will work on further legislative framework measures to improve passenger railway security.

In road transport, the Commission will publish a best practice security guidance toolkit on truck security to address the risk of hijacking and theft of trucks used in ramming attacks, while also exploring new technologies such as collision avoidance systems and automatic emergency braking. The Commission will also produce a security toolkit to support operators of multimodal transport platforms.

After publication of the certificate policy needed for a common trust model for cyber-security of V2V and V2I communication, DG MOVE will continue working on a full security policy and support the implementation of this policy. This involves the creation of an EU common credential management system to be used in large-scale deployment initiatives in the Member States. A new coordination mechanism - of which the first elements will already be deployed in 2018 - will be set up in cooperation with the JRC.

In respect to aviation security, the Commission will further enhance airport security by providing guidance on the protection of landside areas with a focus on passenger flows. It will also continue to put emphasis on activities at the international level to raise the bar of aviation security globally, with a focus on enhancing security of inbound flights through increased capacity building with partner countries that demonstrate persistently low levels of security. In the context of the aviation strategy the Commission will negotiate a One-Stop Security Regime with Israel and Serbia.

The Commission will also continue to enhance maritime transport security, in particular to step up the protection of ports, container ships and passenger transport ships such as ferries and cruise ships.

In maritime and aviation, the Commission will use its audit and inspection capability to ensure rapid rectification of identified security deficiencies. The Commission will also further strengthen the cooperation of all stakeholders involved in the security agenda.

Passenger rights

The improvement of **EU passenger rights** legislation will continue in 2018. DG MOVE will support the legislative process on the proposal made in late 2017 to update and strengthen the existing Regulation on passenger rail transport.

DG MOVE will work to update the Guidelines to improve and facilitate the application of Regulation (EC) 1107/2006 on the rights of **disabled persons and persons with**

reduced mobility when travelling by air, as requested by several stakeholders, in particular to address the increase of new kinds of disabilities, notably regarding so-called invisible disabilities (such as dementia, autism and other kinds of intellectual impairments).

In addition, a best practice guide for the carriage of persons with disabilities or reduced mobility in all modes of transport will be published. A preparatory action on mapping accessible transport for persons with reduced mobility will also be carried out in 2018.

Social affairs will be a priority in 2018. DG MOVE will prepare the ground with several studies focused on the transport sector: guidelines for Member States, Social Partners and companies to attract new workers to the transport sector; the social dimension of the transition to automation; an educational toolkit for fighting stereotypes against women as workers, and flexibility of work in the transport sector. The Platform for Women in Transport will be operational in 2018 after the launch event in November 2017. DG MOVE will continue to follow up on implementation, enforcement and further developments in relation to the ILO Maritime Labour Convention and the Commission will report on specific responsibilities labour supplying states have under that convention. DG MOVE will also play an active role in transport related sectoral European social dialogues.

DG MOVE launched in summer 2017 an impact assessment study on passenger rights in the multimodal context. On the basis of the outcome of this study, DG MOVE will decide on further steps to take in 2018.

DG MOVE will also support Member States to render multi-modal travel information services more accurate and available across borders. The Commission supports this with a EUR 5 million support action of the CEF programme.

B. A modern European transport infrastructure

The Connecting Europe Facility provides EU financial assistance to the completion of the core and comprehensive Trans-European networks for transport in line with the following Commission priorities:

- **Investment, jobs and growth:** CEF together with European Fund for Strategic Investments (EFSI) mobilises public and private investments into Europe's mobility network and triggers growth and jobs in the transport sector and for the EU economy as such.
- **Digital Single Market:** deployment of traffic management systems, digital technologies and smart technologies (in particular Intelligent Transport Systems, European Rail Traffic Management, Single European Sky/ SESAR, Motorways of the Sea, River Information system, and VTMISS).
- **Energy Union and climate:** The TEN-T network is designed on 9 multi-modal corridors and 2 horizontal priorities (ERTMS and Motorways of the Sea), enabling a more efficient use of sustainable modes of transport and the deployment of low emission mobility.
- **Internal Market:** TEN-T enables free movement of goods and people via the physical integration of national transport networks, removing bottlenecks and deploying missing links.
- **A stronger global actor:** Extension of the TEN-T network beyond EU borders connects the EU internal market with neighbouring countries. This opens up new opportunities for investment, trade, technology and standardisation. A common

transport network has been defined with the Western Balkans, the Eastern Partnership and Turkey.

By the end of 2017, CEF Transport has already allocated EUR 21.3 billion in grants for TEN-T projects, triggering EUR 41.6 billion of total investments. DG MOVE ensures the implementation of CEF funding in cooperation with INEA.

During 2018, additional grant agreements will be signed for a Blending Call combining CEF grants with private finance, including from the EFSI. The initial budget of EUR 1 billion for this Call was increased in November 2017 by EUR 350 million to support the 'Innovation and new technologies' priority in line with the objectives of the Alternative Fuels Action Plan. Grant agreements for the SESAR/Single European Sky priority with a budget of EUR 290 million will also be signed 2018.

The CEF Debt Instrument and legacy instruments 2007-2013 are already managing a portfolio of transport investments exceeding EUR 13 billion (in addition to EUR 22.3 billion EFSI support to transport, as of November 2017). Further actions will be taken in 2018-2020 to mobilise up to EUR 3 billion of investment for the Green Shipping Guarantee programme supported by the CEF Debt Instrument and EFSI. The CEF Debt Instrument will also support a clean transport project pipeline of up to EUR 2.4 billion of investment to be implemented in 2018-2019.

The CEF Debt Instrument Delegation Agreement is to be amended to allow from 2018 support to the roll out of renewable transport technologies funded by the NER300 Programme for innovative low-carbon energy demonstration projects (up to EUR 450 million). Better synergies between all or at least two CEF sectors (Transport, Energy and Telecommunications/ICT) will be explored in 2018.

Launch of the remaining CEF grant budget in a multi-annual call to be opened during the TEN-T days in Ljubljana 25-27 April 2018.

An Implementing Act on a new CEF Article in the Omnibus Regulation for setting up the CEF Blending Facilities will be prepared.

Preparation of the successor of the CEF Programme post-2020

The Commission will run preparatory activities and Impact Assessments, building on the results of the evaluations and reviews carried out in 2017 in view of proposing an evidence-based legal framework for funding the TEN-T priorities post-2020.

The TEN-T policy framework will be further improved in 2018

The Commission will present an initiative improving the implementation of key infrastructure projects (cross-border, missing links, removing bottlenecks). TEN-T projects located on the Core Network Corridors suffer from excessive costs and delays due to complex organisation of permit granting, authorisation and procurement procedures.

Core Network Corridors work plans will be approved by mid-2018 after negotiations of the European Coordinators with Member States. These third generation work plans will complete the analysis of the network and include estimated impact on climate change, the in-depth assessment of projects and investment needs and integration of low-emission mobility measures.

Mandates of the European Coordinators will be renewed and in some cases new coordinators will be appointed.

Military Mobility Action Plan

DG MOVE will also coordinate the elaboration of the Action Plan on Military Mobility announced in the Joint Communication "Improving Military Mobility in the European Union (JOINT (2017) 41 final). The High Representative and the Commission will submit the Action Plan for Member States' endorsement by March 2018. As stated in the Joint Communication, the plan will build upon the results of the European Defence Agency's Ad Hoc Working Group on Military Mobility and will propose recommended actions, implementing actors and ambitious timelines on how to address identified barriers hampering military mobility within the European Union.

Relevant general objective(s): 1, 2, 3, 4 and 9 (see Strategic Plan 2016-2020)		
Specific objective 2: "A modern European transport infrastructure: Ensure the effective implementation of the Trans-European Transport Network with the help of the Connecting Europe Facility and the innovative financial instruments (EFSI)"		Related to spending programme(s): Connecting Europe Facility
Main outputs in 2018:		
All new initiatives and REFIT initiatives from the Commission Work Programme		
Output	Indicator	Target
Proposal for CEF post-2020 (MOVE.B2)	Adoption of Commission proposal	Q2 2018
Streamlining the implementation of the Trans European Transport Network (TEN-T) (MOVE.B1)	Adoption of Commission proposal (Decide Planning ref. PLAN/2016/210-MOVE)	Q2 2018 (within the 3 rd Mobility Package)
Important items from work programmes/financing decisions/operational programmes²		
Output	Indicator	Target
Amendment to the CEF Transport Multi-Annual Work Programme in November 2017 C(2017) referring to the modification and extension of the submission deadline of the Blending call for proposals (MOVE.B2)	A Selection Decision for the projects submitted under the second cut-off date of 12 April 2018	Selection Decision Q3 2018
Finalising the Call for proposals dedicated to SESAR (MOVE.E3)	Publication of the call for proposals on 6 October 2017 with a deadline for submission of proposals of 12 April 2018	
	Evaluation	Q3 2018
	Selection decision	Q4 2018
Amendment to the CEF Transport Multi-Annual Work Programme (MOVE.B2)	Adoption of the amendment of the CEF Work Programme	Q1 2018

² For a complete listing of expenditure-related outputs please refer to the Programme Statements published together with the [Draft Budget for 2018](#).

	concerning the Programme Support Actions Evaluation process and signature of the grant agreements	As of Q1 2018
Appointment of the European Coordinators for the second mandate (MOVE.B1)	11 mandate letters after approval of the candidatures of the MS concerned	Q2 2018
Call for proposals supporting the validation of drones and their safe airspace integration (MOVE.E3)	A delegation to the SESAR Joint Undertaking (SESAR JU) of EUR 10 million CEF funding.	Q1 2018
Programme Support Actions providing technical assistance to the Member States and specific beneficiaries (MOVE.B2)	Grant Agreements signed.	Q3 2018
Other important outputs		
Output	Indicator	Target
TEN-T maps for third countries (MOVE.B1)	Adoption of the delegated Acts	Q4 2018
3 rd generation of work plans for the Core Network Corridors (MOVE.B1)	Approval of the nine work plans by the MS concerned	Q2 2018
CEF mid-term evaluation (MOVE.B2)	Publication of Staff Working Document and EC Report to Council and EP	Q1 2018
TEN-T ex-post evaluation (MOVE.B1)	Evaluation report prepared by the Commission, following data collection on the closed TEN-T projects	Q3 2018
3-year evaluation of the Innovation and Networks Executive Agency required by Council Regulation (EC) 58/2003 (MOVE.B2)	Commission Staff Working Document and Report to the INEA Steering Committee, Council, European Parliament and Court of Auditors	Q4 2018
Amendment to the CEF Debt Instrument Delegation Agreement (MOVE.B2)	Amendment to incorporate possible inclusion of NER 300 Programme in view of promoting clean transport	2018

C. An innovative transport sector

In 2018, in line with the priorities of the European Commission with regards to jobs, growth and investment, the Energy Union and the Digital Single Market, DG MOVE will continue to support research and innovation to achieve a European transport system that is resource-efficient, climate- and environmentally-friendly, safe and seamless for the benefit of all citizens, the economy and society.

The key deliverable for 2018 is the selection of transport research and innovation projects for a total amount of approximately EUR 245 million under the Horizon 2020 Work Programme 2016-2017. This will also lead to the achievement of the 2018

Milestone for Specific Objective 3, as set in the Strategic Plan 2016-2020. DG MOVE ensures the implementation of funding for research and innovation activities in the transport area under Horizon 2020 in cooperation with INEA.

Relevant general objective(s): 1, 2 and 3 (see Strategic Plan 2016-2020)		
Specific objective 3: "An innovative transport sector: Ensure the implementation of funding for research and innovation activities in the transport area under Horizon 2020."		Related to spending programme(s): Horizon 2020
Main outputs in 2018:		
All new initiatives and REFIT initiatives from the Commission Work Programme		
Output	Indicator	Target
Preparation of contribution on transport for Commission Proposal for the next Framework Programme and of the future of transport-related Joint Undertakings	Adoption of Commission proposal	Q2 2018
Important items from work programmes/financing decisions/operational programmes³		
Output	Indicator	Target
Evaluation and award decisions to the transport projects selected under the Horizon 2020 Work Programme 2016-2017	Horizon 2020 grants, delegations, contributions signed for transport projects and programmes	Selection of projects in 2018 for a total amount of approximately EUR 245 million

Under the Horizon 2020 programme, DG MOVE will also continue with the implementation (and refinement, where necessary) of the Work Programme 2018-2020. Together with INEA, MOVE will launch and promote specific calls for projects, in the areas of urban mobility, ITS, logistics, infrastructure, drones and the participation of women in transport.

In the area of Cooperative, Connected and Automated Mobility (CCAM), the Commission is also preparing strategic investments. To that end, the Commission is developing, together with Member States and industry, a common vision starting with common prioritised use cases and evaluation criteria for testing, possibly to be reflected in a forthcoming Master Plan and a PPP on CCAM. Furthermore, DG MOVE will contribute to a number of ancillary activities under the framework of Horizon 2020, including the Fast Track to Innovation and the SME Instrument, as well as to the work on Smart Cities and the implementation of the ELENA facility.

DG MOVE will also manage several Coordination and Support Actions (CSAs), which have direct and immediate impact on ongoing policy initiatives. In particular, priority is given to projects contributing to the policy areas Intelligent Transport Systems, Urban Mobility and Logistics.

³ For a complete listing of expenditure-related outputs please refer to the Programme Statements published together with the [Draft Budget for 2018](#).

DG MOVE, together with DG RTD will work on the implementation of the Strategic Transport Research and Innovation Agenda (STRIA), which was published in May 2017 as part of the "Europe on the Move" package, to ensure research matches the Commission's long term policy objectives. To support this process, together with the JRC, DG MOVE will further develop the Transport Research and Innovation Monitoring and Innovation System (TRIMIS), a new Commission tool which was launched in September 2017 on the Europa site: <https://trimis.ec.europa.eu/>.

DG MOVE will also continue in 2018 to engage in the design of EU's next Framework Programme (FP9), in the context of the Multiannual Financial Framework (MFF) beyond 2020.

Moreover, DG MOVE will continue implementing important industrial innovation projects through the SESAR and the Shift2Rail Joint Undertakings to which the Commission has delegated Horizon 2020 funds.

In 2018 the focus of DG MOVE's work in relation to the Joint undertaking for railway research **Shift-to-Rail (S2R)** will consist in assessing the significance and effectiveness of first research deliverables in relation to interoperability, accessibility, reliability of the rail sector as well as efficient, safe and secure rail transport services open to innovation. Moreover, 2018 will be crucial for the development by DG MOVE, in conjunction with the rail sector and Shift2Rail joint undertaking, of a new programme for rail research and innovation beyond 2021 reflecting overall Commission policy objectives.

Key Performance Indicators will be further developed to help ensure that the work of the JU delivers the objectives set in the Shift2Rail Master Plan. Two examples of those tools would be measuring the **Reduction of system costs** (Long Term objective by 2030 should be to achieve a 50% reduction of the life-cycle cost of the railway transport) or the **Improved services and customer quality** (Long Term objective by 2030 should be to achieve a 50% increase in the reliability and punctuality of rail services).

The second wave of R&I projects for the implementation of the SESAR 2020 work programme of the SESAR development phase will be initiated in 2018. Moreover, an update of the European ATM Master Plan is also expected to be delivered by the end of 2018. This update will focus on the contribution of SESAR to digitalisation in particular addressing drones and cybersecurity.

PART 2. MAIN ORGANISATIONAL MANAGEMENT OUTPUTS FOR THE YEAR

A. Human resource management

With the reorganisations of October 2016 and April 2017 and subsequent actions, DG MOVE has arrived to a structure that is deemed fit for purpose by:

- Rationalising the organigramme by setting up purely horizontal and vertical Directorates versus a hybrid structure previously in place
- Breaking the silos mentality by having two broad horizontal Directorates working in close cooperation with specialised modal Directorates on cross-cutting issues
- Finding ways to use synergies and work better together
- Reflecting the new priorities of the DG by redeploying staff to political priorities in a context of decreasing resources as well as redeploying staff to match competences with jobs
- Increasing the policy coherence and strategic dimension of the DG's work by creating Unit 01 "Strategy and Communication"
- Filling all Senior Management posts and most of middle management functions

However, although DG MOVE is now structurally fit for purpose, the possibilities to continue delivering on DG MOVE political priorities through internal redeployment in a context of reduced resources have reached their limits. Already in 2017 and even more so in 2018, ongoing and new legislative files will considerably increase the workload in DG MOVE during the remaining time of the Commission's mandate.

To ensure technical expertise in the priority areas and various sectors will request major efforts in 2018. DG MOVE is also open to participate in a joint effort with other DGs coordinated by JRC to organise an AD competition which would also include specialised transport profiles relating to priority areas that DG MOVE needs to cover.

The HR Modernisation project, implemented according to the Communication on Synergies and Efficiencies of April 2016, has entered an extended pilot phase until July 2018.

While adjusting its HR function to the new HR model, in 2017 DG MOVE continued the efforts and made substantial progress towards achieving the 2020 targets and indicators identified in the Strategic Plan by defining a set of priorities and by implementing specific actions.

Specific percentages for female representation in middle management under **Strategic Plan Indicator 1** are no longer pursued as targets for 2019, according to July 2017 Commission decision, while the 40% overall target for senior and middle management representation is still valid. In July 2017, specific % for middle management and previous 1st time appointment quota per DG have been replaced by new quantitative targets for 1st time female appointments per DG at middle management level to be met between 01/05/2017 and 01/11/2019. When the decision was issued, DG MOVE had already made significant effort to appoint female Heads of Unit to reach its specific target of 45% by 2019. At the same time, DG MOVE had already recruited 2 female Heads of Unit as 1st time appointments and was about to reach its initial quota (of 3 appointments by 2019) with last 1st time appointment foreseen for 16/09/2017.

Following College's decision, DG MOVE received an additional quota of other 3 new 1st time female appointments for the period 01/05/2017-01/11/2019.

As concrete actions towards meeting the 2019 target, DG MOVE is carefully assessing current and future management vacancies in the DG and is active in opening the career path towards middle management occupation by appointing female Deputy Heads of Unit. Between October 2016 and October 2017, seven vacant Deputy Head of Unit functions were filled in DG MOVE and four (57%) talented female ADs were promoted as Deputy Head of Unit. DG MOVE is also regularly organising a specific training "Unlock your hidden potential" dedicated to non-management colleagues who consider the option of applying for a management position in the short, medium or long term. Female members will also continue to be part of all recruitment panels.

DG MOVE is also contributing to the overall 40% Commission target with 44.4% representation of female Senior Management reached on 1 October 2017 (4 female senior managers out of total of 9 senior managers). With this, DG MOVE has already exceeded the Commission 2019 target of 40% and is also superior to Commission average of 32.7% for senior management female representation.

As regards well-being percentage under **Strategic Plan Indicator 2**, given the positioning (34%) slightly below the Commission average (35%) in the 2016 Staff Survey, in 2017 well-being was placed high on DG MOVE's agenda. A Task Force representing all Directorates and all job categories within the DG, coordinated by the HR "Business Correspondent" (BC), was mandated by the Director-General to draw up an Action Plan on the basis of the results of the 2016 Staff Survey, addressing well-being actions among other areas. The outcome was endorsed by all managers and made public to all DG's staff. As a result, DG MOVE has already started improving in-house facilities by creating a dedicated room for yoga and sports. Water-fountains are being installed at each floor of the building. The entrance hall in the DG has been refurbished and modernised. A staff survey is also being planned in order to collect staff's views and expectations on a number of new well-being proposals to be organised locally in 2018. At the same time, existing well-being activities have continued to be organised (e.g. yoga, jogging in the park, shoes-box campaign, free book exchange, volunteering offers). DG MOVE is also promoting family friendly hours and consistent implementation of flexitime/telework schemes.

DG MOVE has also been active on staff engagement under **Strategic Plan Indicator 3**, building on previous positive experiences of ranking among the top scoring DGs as regards staff engagement (in 2016 staff survey DG MOVE scored 70% compared to Commission average 64%). In a time of diminishing resources, one of the important objectives of the 2016 and 2017 reorganisations of DG MOVE was to find better ways of working together and identify the best fit between staff competences and jobs. Internal mobility of staff pursuing a change in their careers was also supported in DG MOVE (24 such internal transfers taking place in 2017) outside reorganisations. All these, together with the occupation of 7 Deputy Head of Unit functions between October 2016 with staff pursuing a managerial career, as well as a rotation of a number of Deputy Heads of Unit in 2017 have tried to answer staff's career expectations and increase staff's commitment to do quality work and clear understanding of what is expected at work (as indicated in the staff engagement index). Furthermore, in 2018 DG MOVE is planning to enhance staff's efficiency in the performance of tasks and procedures through a better understanding of the tasks to be performed and how they are expected to perform them. In doing so, an internal survey to identify main areas where staff have difficulties to efficiently perform their tasks will be launched. The Action Plan developed in 2017 also brings forward actions and principles aimed at strengthening staff engagement in DG MOVE, amongst which: trainings for development needs are encouraged, two-way communication is being improved, talented staff are empowered and low performance is tackled, a new-comers' package is being developed. DG MOVE is also exploring the option and framework of developing a coaching initiative with in-house accredited coach

to offer staff the opportunity to develop their skills and reach their professional goals. The 2017 annual DG Away Day contributed as always to strengthening the bonds among staff and further developing the motivation culture in the DG – as proved by the survey filled by the participants.

The awareness raising of DG MOVE's Action Plan (aiming to positively impact all three strategic plan indicators) is well under way: it has been published on the Intranet and in the Internal Newsletter, the Director General has addressed it in his video messages to staff and references will be included to the new-comers' package that is currently being developed. The role of the HR BC and the communication team is also important in coordinating staff's participation in some of the actions and analysing managers' progress as regards the implementation of the Action Plan.

The foreseen actions indicated under the three indicators above and the 2018 specific outputs presented below are expected to bring DG MOVE closer to the 2020 targets, but they are also setting the good ground for the Commission's 2018 Staff Survey. DG MOVE is planning to promote the next Staff Survey by the Director-General's direct invitation to staff, internal communication actions (Internal Newsletter, Intranet) and also by involving Directors to raise awareness and engage with staff.

Objective: Further increase of female representation in middle management / Further development of supportive and healthy working conditions / Further encouragement of competent and engaged workforce		
Main outputs in 2018:		
Output	Indicator	Target
Implementation of local and corporate talent management strategy	Gradual implementation of (staff survey) Action Plan that DG MOVE developed in 2017.	Progress measured bi-annually (January 2018 – June 2018)
Identify potential & develop professional skills	In addition to the Action Plan, developing local coaching initiative with accredited internal coach to offer targeted staff the opportunity to develop their skills and reach their professional goals.	By April 2018
Attract specialised profiles and competences	Strengthen collaboration with AMC's career development team. Identifying possibilities and talented female ADs to increase female 1st time appointments on middle management posts. Planning joint AD competition with JRC and other DGs, to be gradually developed along 2018 and 2019 to address MOVE's need of specialised profiles.	Along 2018-2019
Application of good practices in the recruitment process: gender-neutral vacancy notices, female members in panels; relevant statistics to	Percentage of panels including female members	100%
	Statistics on female representation provided to the DG; Identifying possibilities and talented female ADs to increase female 1st time appointments	Quarterly and when HoU positions become vacant

senior management.	on middle management posts.	
Extended offer of health & well-being local actions and volunteering activities.	Launch of Staff Survey on health and well-being local actions. A set of at least 5 new well-being actions to be implemented. Intranet to be updated with more volunteering offers.	by February 2018
Sessions on raising awareness on well-being at work and/or on specific well-being topics.	Lunchtime conferences	At least 3 by December 2018
	Organisation of trainings for managers: "HR pills" (e.g. prevention of psychosocial risks in the workplace)	1 session by December 2018
Enhance staff's efficiency in the performance of tasks and procedures through a better understanding of the tasks to be performed.	Launch of internal survey to identify main areas where staff has difficulties to efficiently perform their tasks.	by March 2018
Measuring progress on the implementation of engagement actions.	Following indicative guidelines provided in the Action Plan (team events, two-way communication, etc.).	bi-annual reporting to the DG
New-comers	Develop new-comers' package	By April 2018
Lunchtime conference on Ethics	Number of events	At least 1 by December 2018
Annual DG Away Day	Timely organisation of the event	Q2

B. Financial Management: Internal control and Risk management

The overall objective for 2018 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 put in place provide the necessary guarantees concerning the legality and regularity of the underlying transactions, including prevention, detection, correction and follow-up of fraud and irregularities.

The Commission adopted a revised Internal Control Framework in April 2017, which will fully enter into force on 1st January 2018. DG MOVE developed internal control baselines that will serve as a basis for monitoring of internal controls to be performed in 2018. Actions will be undertaken to address the gaps that result from the evolution of the internal control framework.

In line with the control objectives outlined in the Strategic Plan 2016-2020, DG MOVE intends to deliver in 2018 the outputs described below.

Objective 1: Effective and reliable internal control system giving the necessary guarantees concerning the legality and the regularity of the underlying transactions.

Main outputs in 2018:

Output	Indicator	Target
Annual Activity Report: Legality and regularity of the underlying transactions in the DG	1) Estimated Residual Error Rate for grants 2) Assurance received from the entrusted entities (INEA, SESAR ⁴ , S2R ⁵)	1) Between 2 and 5 % ⁶ 2) Positive Assurance received from 100% of the entrusted entities
Annual Activity Report: Estimated amount at risk ⁷ :	Estimated overall amount at risk for the year as a percentage of the entire budget under the DGs responsibility	< value measured as of 31.12.2017

Objective 2: Effective and reliable internal control system in line with sound financial management.

Main outputs in 2018:

Output	Indicator	Target
Positive overall conclusion on the relationship between cost of controls and their effectiveness.	Conclusion reached on cost effectiveness of controls	Positive overall conclusion
Timely execution of payments ⁸	Percentage of payments made within the legal deadline	>=95%
Budget execution (commitments)	% of budget execution (commitments) with respect to budget appropriations	>=95%
Budget execution (payments)	% of budget execution (payments) with respect to budget appropriations	>=95%

⁴ SESAR has a separate discharge procedure from the Commission.

⁵ S2R Joint Undertaking has a separate discharge procedure from the Commission.

⁶ Overall, based on the prior years' results and the complexity of the FP7 rules, the residual error rate may be expected to remain around 3% over the course of the programme.

⁷ Amount at Risk: Value associated with the part of the expenditure deemed not to be in conformity with the applicable regulatory and contractual requirements after application of controls intended to mitigate compliance risks.

⁸ The indicators related to time-to-inform and time-to-grant for DG MOVE are not key as the amount of new grants is immaterial.

Implementation of the New Internal Control Framework	Completion status of the implementation of the revised internal control framework	Positive conclusion of assessment on all internal control principles ⁹
Open recommendations from European Court of Auditors (ECA) and Internal Audit Service (IAS)	Number of critical recommendations overdue for more than 6 months	None
Coverage ¹⁰ ensured by ex-post controls	Launch of the ex-post audit work plan	>95% completion of the 2017 audit targets and launch of >95% of the 2018 audit targets by December 2018.

Objective 3: Minimisation of the risk of fraud through application of effective anti-fraud measures, integrated in all activities of the DG, based on the DG's anti-fraud strategy (AFS) aimed at the prevention, detection and reparation of fraud.

Main outputs in 2018:

Output	Indicator	Target
Implementation of the anti-fraud strategy as planned for 2018-2019	% of implementation of actions planned in the anti-fraud strategy	100% of the 2018 specific actions implemented by 31.12.2018
Monitoring of the effectiveness of the anti-fraud strategy for 2018-2019	Mid-term review of the AFS	Before 31.12.2018
Reporting to Management	Number of reports on the implementation of the anti-fraud strategy	At least twice a year

DG MOVE is revising its antifraud strategy and is to adopt it by end 2017. It is also part to the Research family CAFS. The forthcoming DG MOVE specific Strategy will cover the years 2018 and 2019. A mid-term review will be carried out in the light of the future revision of the Commission's Anti-Fraud Strategy, in principle by end 2018.

C. Better Regulation

The main planned outputs linked to the Better Regulation objective in the Strategic Plan are listed in Part 1 under the relevant specific objective in the tables.

⁹ Only minor improvements to be done.

¹⁰ Ex-post coverage for Horizon 2020 and FP7 grants is ensured through the Common Audit Service and CEF is ensured through INEA.

D. Information management aspects

In October 2016 the College adopted the European Commission corporate strategy on Information Management¹¹

The strategy states that data and information are to be considered as strategic assets by DGs and should be complete, reliable, relevant and easy to retrieve (Strategic Plan Indicator 1¹²). DG MOVE will be more ambitious in 2018 regarding this indicator and will decrease the target of documents unfiled from 5% to 4%. To reach this target, a regular monitoring will be carried out by the CAD¹³ throughout the year.

The strategy also establishes that data, information and knowledge should be shared as widely as possible within the Commission (Strategic Plan Indicators 2 and 3¹⁴). This should be done unless there are legal requirements or clear justifications for access to be restricted, in which case those restrictions should be enforced rigorously and uniformly.

A review on HAN¹⁵ files accessibility is planned for the first semester of 2018 with a view to adopting a policy on files accessibility in DG MOVE and its underlying implementing rules by the end of the year. All active files in DG MOVE will be assessed by the lead departments to provide a clear definition on their visibility and accessibility [reader access to the Commission / specific DGs / DG MOVE / more restricted access] on the basis of their activity. The results of this review will be the basis for the implementing rules on files accessibility to be put in place during the second semester of the year.

Awareness actions launched in 2016 and 2017 will be improved and consolidated. In 2018 the former section on information management included twice a year in the resource management reports will be enhanced by a section on a collaborative space that will include a dashboard on Information Management indicators. Also, the E-Domec correspondents' network in DG MOVE will continue holding workshops and meetings during the year.

Paperless workflows that were implemented in DG MOVE in 2017 will be assessed in 2018 by the existing Paperless Taskforce. The highly appreciated "Paperless collaborative space" will be maintained regularly updated and used as communication channel.

Registered files in ARES will be assessed centrally by CAD at the annual closure of files and any file containing paper will be transferred to the central intermediate archives according to their preservation and accessibility requirements. The archives schedule of DG MOVE, reviewed and updated in 2017, will be implemented during 2018.

Objective: Information and knowledge in your DG is shared and reusable by other DGs. Important documents are registered, filed and retrievable.

Main outputs in 2018:

Output	Indicator	Target
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¹¹ Communication on Data, Information and Knowledge Management at the European Commission (C(2016)6626 final)

¹² Under "Information management aspects"

¹³ Centre d'administration des documents.

¹⁴ Ibid.

¹⁵ Hermes-Ares-Nomcom

Documents are retrievable in ARES and properly filed - staff has easier access to information	Percentage of registered documents that are not filed	Below 4%
Increase efficiency of electronic workflows, and reduce paper storage in eligible cases.	Review of paperless workflows	Generally positive assessment ¹⁶
Set out the principles and first steps towards an Information Management strategy	Information Management Review on HAN files accessibility	Q2 2018
	Implementing rules on files accessibility	Q4 2018
Monitoring of Information Management performance	Create a Dashboard section in the collaborative space including main Information Management indicators	Q1 2018
To ensure physical security of information and a systematic control of files content at the end of their activity	Implementation of Archives Schedule – transfer of closed files to the DG Intermediate Archives Annual exercise of closure of files, including preservation requirements and accessibility	100% by December 2018
Consolidation of the E-Domec correspondents network – awareness and communication	Number of workshops/meetings with the correspondents network	At least two specific workshops to be carried out in 2018

E. External communication activities

Transport policy and the measures we take are about people, be it commuters, holiday-goers, workers in transport services and industry, innovators, etc. Our aim is to explain in a clear and simple way the connection between transport and the everyday lives of ordinary people and show them how we ensure that transport is more efficient, safe, secure and environmentally friendly.

All major communication activities are directly linked to the political priorities of the Juncker Commission and to the key deliverables of DG MOVE in 2018. A comprehensive list can be found in DG COMM's Sharepoint platform.

¹⁶ Only minor improvements to be done.

Objective: Citizens perceive that the EU is working to improve their lives and engage with the EU. They feel that their concerns are taken into consideration in European decision making and they know about their rights in the EU.

Main outputs in 2018:

Output	Indicator	Target
Direct reach of communication actions via Twitter	Number of followers	35,000 followers on Twitter (increase of 8% compared to 2017)
Web portal for Mobility Package	Number of unique visitors	5,000
Communication of annual road safety statistics	Number of press clippings	50 (increase of 10% compared to 2017)
European Mobility Week public awareness campaign	Number of cities participating and number of press clippings	2,500 (maintain level of 2017) and 600 press clippings.
A "digital" passenger rights campaign	Number of downloads of passenger rights app	240,000 (increase of 5% compared to 2017)
TEN-T Days in Ljubljana	Number of participants and number of press clippings.	1,200 and 30 press clippings.

Twitter is one of our main channels to reach our audiences (mainly stakeholders, but in certain cases also general public) directly with information on all key deliverables. Twitter is also one of the main tools to support different Corporate Communication campaigns, like #investEU. Based on previous years' experience, we still expect considerable further growth in the number of followers.

A key deliverable for the first half of 2018 is the third Mobility Package. End of 2016, we launched a web portal as the single access point to all information about the initiatives. We expect visits to the site in particular from stakeholders, with a high share of returning visitors. We also expect a further increase in interest in the yearly road safety statistics, specifically as road safety plays an important role in the third Mobility Package.

The European Mobility Week, taking place every September, has a strong focus on decarbonisation and investment. In 2018 the main focus will also be on multimodality. Since an impressive number of cities participated in 2017, we strive to maintain the level of participation in 2018.

A "digital" passenger rights campaign will continue in 2018, focusing on on-line communication tools (Facebook, Twitter, YouTube, etc.). Following recent updates to the legislation, the campaign fulfils our obligation to inform passengers about their rights. As the main call to action of the campaign is to download the app, we expect a further increase in downloads.

TEN-T Days in Ljubljana will focus on the importance of investment in transport. Transport is one of the key topics in the #investEU Corporate Communication campaign. DG MOVE will support the message of the corporate campaign during this major event when reaching out to key stakeholders such as financial and infrastructure experts, cities, towns and regions as well as decision-makers.

Annual communication spending:	
Baseline (2017)	Estimated commitments (2018)
EUR 555.000 + an additional sum of EUR 1 020 180 for Communication campaigns.	EUR 515 000 + an additional sum of EUR 1 434 540 for Communication campaigns.

F. Examples of initiatives to improve economy and efficiency of financial and non-financial activities of the DG

DGs are required to provide in the Management Plan an example of initiatives they plan to undertake or are in the process of implementing to improve the efficiency and/or economy of their operations. The following are examples of initiatives that DG MOVE plans to launch in 2018 for this purpose.

The DG MOVE **strategy on its relations with decentralised agencies and JU's** is an internal strategic document which encompasses governance, core businesses as well as management and financial issues. It describes the processes that are necessary within the DG to ensure that the entrusted entities perform better in terms of achieving their strategic objectives and that the delegated EU budget is implemented according to the principles of sound financial management. These processes therefore cover programming, monitoring/supervision as well as assurance building/reporting. In addition, the strategy identifies risks, including DG MOVE reputational risk, and tools to mitigate them as well as the responsible actors (SRD/operational units/Central services/agencies).

DG MOVE expects, through the adoption of this supervision strategy, to achieve a similar or better level of assurance as to the delivery of financial and non-financial inputs from the entrusted entities, while offering the potential to reduce the cost and/or improve the effectiveness of supervisory processes.

DG MOVE's supervision is expected to be more effective which should result in better quality input from the entrusted entities, both on the substance and on timing.

Indeed, the strategy clarifies the organisational situation within DG MOVE regarding the role of the various actors/units. It should improve the consistency of monitoring approaches, while at the same time reducing the risk of control gaps or of work duplication. The conditions for business continuity are also ensured. The efficiency impact will be concretely assessed after a 1 year exercise and reported in DG MOVE 2018 AAR.

The supervision strategy on decentralised Agencies and JUs has been adopted by DG MOVE Control Board on 4 December 2017 after a wide consultation of the units concerned. It will be implemented in 2018.

DG MOVE is in 2018 planning to partially **outsource the first stage verification of the transposition of the Directive 2012/34/EU establishing a single European railway area**. This is a very comprehensive Directive with 67 articles which are transposed to national law often through many separate acts. Using academic institutes with local knowledge is more efficient than translating the respective national laws and trying to understand the specificities of each legal system centrally in the Commission. After the initial analysis Commission officials will verify and conclude the assessment, discuss the findings with Member States and launch infringement procedures, where relevant.

With the implementation of the technical pillar under the 4th Railway package obligatory **notification of relevant national implementation rules and standards will be concentrated at the European Union Agency for Railways (ERA)**, ensuring more efficient and coherent follow up under one stop shop, and clarity for Member States and industry as regards reporting requirements.