

# Management Plan 2026

Directorate-General  
for Mobility and Transport

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# PART 1. Introduction

Strategic planning and programming is the cornerstone of the **Commission's performance management framework**. The [Commission's strategic plan for 2025-2029](#) translates the [political priorities](#) set in the [Political Guidelines of President von der Leyen](#) into general objectives. This process ensures institutional coherence, enhances accountability, and aligns the actions of all Commission services with the strategic vision of the mandate.

Within this framework, each Commission service has developed a [strategic outlook for 2025-2029](#) ([Management plan 2025](#)). This outlook defines a set of multiannual objectives and indicators to measure progress towards their achievement. These will be used for planning and reporting on performance throughout the period.

The [2026 management plan](#) sets out what DG MOVE intends to deliver this year to contribute to these multiannual objectives (part 2). It also describes how DG MOVE will contribute to the common objective of building a modern and sustainable public administration (part 3). The main outputs with their indicators and targets are presented in Annexes 1 and 2.

The chart below illustrates the performance framework for DG MOVE. An additional horizontal key performance indicator is the [estimated risk at payment](#). DG MOVE will ensure in 2026 that appropriate mechanisms are in place to maintain the estimated risk at payment under 2% (baseline 2024: 1.34%). The estimated risk at closure is expected to be lower, due to the implementation of future corrections.

## Sustainable Prosperity and Competitiveness

- **Specific Objective 1.1.:** A sustainable, resilient and digitalised transport system and flourishing industrial base, enabling efficient connectivity and underpinning prosperous and competitive Single Market
- **Specific Objective 1.2.:** A prosperous and competitive tourism eco-system that develops sustainably in Europe, respecting our heritage, creating opportunities for local businesses and quality employment

**KPI:** Number of cross-border and missing links addressed by the Connecting Europe Facility

## New era for European Defence and Security

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

## People, societies and social models

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

**KPI:** Number of members to the Platform for Change – "Women in Transport"

## A global Europe: Leveraging our power and partnerships

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

## PART 2. Delivering on the Commission's priorities in 2026

DG MOVE contributes to four of the headline Commission ambitions set out by President von der Leyen. For each of these general objectives, DG MOVE's efforts are guided by one or more specific objectives as reflected in the 2025-2029 Strategic Plan.

As part of the Commission's commitment to **simplify and rationalise administrative burden**, DG MOVE is planning a series of actions to **stress-test the EU's transport *acquis***. In 2026, the results of two reality checks are expected; one on aviation safety rules and one on simplification and burden reduction, focusing on various transport areas having high potential for administrative cost savings. These areas will be developed with the support of a specific study aimed at identifying broader measures with potential to reduce the administrative burden from EU transport legislation to businesses and national administrations of Member States.

Moreover, in 2026 DG MOVE will continue to support and work closely together with Member States early in the process of integrating EU rules into their national law, including through implementation strategies, explanatory templates and transposition roadmaps. A total of four **implementation strategies** are planned in the maritime and road transport sectors. A further 12 implementation strategies are currently already in preparation, on passenger rights and on aviation, as well as in the road transport sector.

DG MOVE will also continue to engage with stakeholders and practitioners, including through **two implementation dialogues in 2026** to be conducted at the highest political level. These dialogues will address the **progress** made towards existing policy objectives, identify **best practices** and **obstacles to progress**, and set out **specific measures to facilitate implementation and simplification opportunities**.

Finally, DG MOVE will continue to pursue a **comprehensive and strategic approach to enforcement**, including the effective use of pre-infringement dialogues and infringement procedures where necessary. While following the Commission's general enforcement priorities (i.e. pursuing non-communication cases, non-conformity cases and cases concerning the failure to comply with a judgment of the Court of Justice of the European Union [CJEU]) DG MOVE will also pursue **transport-specific enforcement priorities** (strengthening of the single market for transport services, greening and digitalisation, alongside our general commitment to ensure a high standard of transport safety and security).

An **annual implementation and enforcement action plan** setting out DG MOVE's implementation, enforcement and operational priorities for 2026 will also be drawn up. Furthermore, an **annual progress report on simplification, implementation and enforcement** will be drafted.

All key developments will be accompanied by a **coordinated set of external communication activities** - including dissemination of information via social media channels, and the DG MOVE website, targeted press actions, and dedicated communication materials. These efforts will focus

on engaging key target audiences, in particular the media, stakeholders and citizens, to ensure maximum impact and to support the strategic policy goals of DG MOVE.

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

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

To deliver on a new plan for Europe's sustainable prosperity and competitiveness and building on both the 2025 [competitiveness compass](#) and the [sustainable and smart mobility strategy](#), DG MOVE will work to further develop a sustainable, resilient and digitalised transport system and industrial base. This will enable efficient connectivity and underpin prosperous and competitive single market.

[Transport infrastructure](#) plays a vital role in sustaining Europe's economy, improving connections between cities and regions, and nurturing a competitive and vibrant tourism industry. Consequently, the completion of the Trans-European Transport Network (TEN-T) core network by 2030 and the [implementation of the TEN-T Regulation](#), remain key points for DG MOVE. This also includes facilitating regional cooperation along the TEN-T corridor. In 2026, DG MOVE will define TEN-T indicators for reporting purposes, specify reference water levels for good navigation and adapt the TEN-T maps for neighbouring third countries (Norway, Switzerland, the Western Balkans, Ukraine and Moldova) with a view to including urban nodes in the map, a new requirement under the 2024 TEN-T Regulation. For the [urban dimension](#) of the TEN-T, an implementing regulation will be adopted in the first quarter of 2026 to set rules for the collection and submission of urban mobility data. The aim is for this to underpin the current and future performance of the TEN-T in close cooperation with national, regional and local Member State representatives. DG MOVE will organise the [Connecting Europe Days](#) event to discuss the main topics of European transport and transport-tourism policy links with stakeholders and decision-makers.

The negotiations between co-legislators on the next multiannual financial framework (MFF) will continue and DG MOVE will in particular support the negotiations on the proposal for the [2028-2034 Connecting Europe Facility \(CEF\)](#). DG MOVE will also, together with DG ENER, DG CNECT, CINEA and HADEA complete the [ex post evaluation of the 2014-2020 CEF](#), and the [interim evaluation of the 2021-2027 CEF](#). Moreover, an amended CEF work programme will be adopted in 2026, with a view to launching a possible reflow call for proposals. DG MOVE will continue to contribute to the implementation of the Recovery and Resilience Facility by coordinating positions and providing input on transport and tourism-related measures. Similarly, DG MOVE will also continue the coordination of these transport aspects in the European Semester. DG MOVE also increasingly engages with financial institutions, such as the European Investment Bank (EIB) and national promotional banks and institutions to secure financing for priority transport investments. As announced in the "Connecting Europe through high-speed rail" communication, DG MOVE will organise a strategic dialogue with private financial stakeholders for priority high-speed rail projects. This will also help to coordinate the use of EU financial instruments to bridge the investment gap.

To support innovation in all transport modes including multimodal and urban mobility, DG MOVE, together with DG RTD and other services, will also deliver an amendment to the last [2026-2027 Horizon Europe Work Programme](#) and work on the design of [future EU research and innovation \(R&I\) under the next MFF](#). New R&I calls for transport will be launched with the support of CINEA and the joint undertakings <sup>(1)</sup>. DG MOVE will contribute to the organisation of the bi-annual [Transport Research Arena](#) conference in Budapest in May 2026. DG MOVE will launch further work on a [Strategy for the promoting of cutting-edge technologies in transport](#), including hyperloop technologies.

Implementation of the [Alternative Fuels Infrastructure, FuelEU Maritime and ReFuelEU Aviation](#) regulations and of the [Clean Vehicles Directive](#) will continue. If the International Maritime Organisation (IMO) Net-Zero Framework - the international regulatory framework for reducing greenhouse gas emissions from shipping - is adopted in 2026, we will launch preparatory work to align the FuelEU Maritime Regulation with the global measure, in line with any IMO measures adopted. As for ReFuelEU Aviation, DG MOVE will explore ways to strengthen market transparency and reduce administrative burden. In 2026, as part of the implementation of measures under the [Sustainable Transport Investment Plan](#), DG MOVE action will include work with a coalition of early mover Member States to put in place a pilot joint auction for Electro-Sustainable Aviation Fuels (eSAF) at national level. Financing actions will be included in InvestEU and Horizon Europe calls <sup>(2)</sup>. DG MOVE will also work to identify a potential Important Project of Common European Interest (IPCEI) on fuels. We will continue to facilitate work under the [Renewable and Low-Carbon Fuels Value Chain Alliance](#) and several other initiatives in relation to financing, policy coordination among Member States. The latter will focus in 2026 on mapping and promoting mature projects and on financial de-risking mechanisms. In 2026 the Commission will also [review the Alternative Fuels Infrastructure Regulation](#).

Following its formal adoption by the co-legislators, expected in 2026, DG MOVE will begin implementing [CountEmissionsEU](#), a new regulation establishing a harmonised framework for calculating the greenhouse gas emissions of transport services. In this connection DG MOVE will explore the idea of reviewing the implementing regulation on the Flight Emissions Label.

The [implementation of the automotive action plan](#) will also continue. In that context, the Clean Transport Corridor Initiative which was launched in 2025 is expected to deliver roadmaps for accelerating roll out of dedicated recharging infrastructure for heavy-duty vehicles (HDVs) in 2026 along pilot TEN-T corridors. DG MOVE is also working with DG GROW to establish large-scale test beds for autonomous vehicles, with the aim of reaching an agreement with Member States on the first test beds to be in operation by early 2026. The Commission will also support interinstitutional negotiations on the Proposal for a Regulation on clean corporate vehicles in 2026. DG MOVE will further support the implementation of the European Initiative on [small affordable and safe cars](#), as well as interinstitutional negotiations of the Automotive Omnibus

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(1) SESAR, Clean Aviation, Europe's Rail, Clean Hydrogen Joint Undertakings.

(2) The Commission will support R&I projects with around €133 million under Horizon Europe. To rapidly remove key investment barriers and bridge the financial gap in the short-term, InvestEU will mobilise at least €2 billion for sustainable alternative fuels until 2027.

proposal, in particular in the areas in which it has proposed simplifications (such as tachograph requirements for motorhomes and electric vans).

DG MOVE will advance the [deployment of the interlinking layer](#), a core component of the [European mobility data space](#), which will facilitate the discovery of and access to data from EU mobility and transport ecosystems. DG MOVE will continue to implement the [2024-2028 Intelligent Transport Systems \(ITS\) working programme](#), including by revising the [EU specifications for road-safety-related minimum universal traffic information](#) and the [EU specifications for the provision of information services for safe and secure parking places for trucks and commercial vehicles](#). These two revisions will simplify reporting obligations for Member States.

DG MOVE will also support co-legislators in finalising the negotiations on the [Weights and Dimensions Directive](#). In addition to the broader simplification efforts, DG MOVE will launch a procedure to repeal Council Regulation (EEC) No 4058/89 of 21 December 1989 on the [fixing of rates for the carriage of goods by road between Member States](#).

On rail, following the adoption of the [Communication on Connecting Europe through high-speed rail](#), DG MOVE will assess the existing rules on [access to rail service facilities](#) and begin preparatory work on an initiative on [reselling and decommissioning rolling stock](#). DG MOVE will propose a revised regulation on the [European Railway Agency](#) following the evaluation of the existing Regulation in 2025. To facilitate the implementation of the [Rail Infrastructure Capacity Regulation](#), which should come into force in 2026, DG MOVE will work actively with European networks of infrastructure managers and the rail regulatory bodies and will support the establishment of the European Rail Platform (a forum for wide-ranging consultation among stakeholders) and of the Advisory Performance Panel. The panel will be tasked with reviewing the performance of infrastructure managers, assessing the adequacy of European frameworks, and drafting recommendations for corrective actions.

On maritime transport, DG MOVE will continue implementing the [eFTI<sup>\(3\)</sup> and EMSWe regulations<sup>\(4\)</sup>](#) to increase efficiency, advance digitalisation, reduce administrative burden and streamline the exchange of information between operators and authorities. DG MOVE will also, together with DG GROW, start implementing actions under the [EU maritime industrial strategy](#), which is expected to be adopted in the first quarter of 2026<sup>(5)</sup>. The strategy will strengthen the competitiveness of the EU's waterborne manufacturing and shipping sectors, support the uptake of high-tech and, clean vessels and equipment (including dual-use civilian/military assets), create a better business environment, and foster innovation and digitalisation in both ship-building and operations. The implementation of measures announced in the [inland waterway transport action plan for 2021-2027 \(NAIADES III\)](#) will be continued in 2026: the Commission will propose an amendment of Directive (EU) 2017/2397 on the recognition of

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(<sup>3</sup>) Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information.

(<sup>4</sup>) Regulation (EU) 2019/1239 of the European Parliament and of the Council of 20 June 2019 establishing a European Maritime Single Window environment and repealing Directive 2010/64/EU.


(<sup>5</sup>) The strategy will be adopted in a package with the EU Ports Strategy.

personal qualifications on inland waterways, and work will continue on a recommendation on crewing requirements for inland waterway vessels.

DG MOVE will finalise its [fitness check of EU rules for airports](#) (Slot Regulation, the Airport Charges Directive and the Ground-handling Services Directive) to assess whether the rules respond effectively to current market conditions, competition and capacity challenges, and environmental priorities. DG MOVE will also evaluate the Balanced Approach Regulation in 2026, and put forward a proposal to review the [Air Services Regulation](#) in order to better support the sector's green transition and improve its resilience to crises. All these efforts will be jointly reflected in a broader [aviation strategy](#). The package is expected to be presented in the third quarter of 2026.

Lastly, DG MOVE will work to support co-legislators in continuing work on the proposal for a [Directive on discontinuing seasonal time changes](#) with a study on different implementation scenarios to be completed in 2026.

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

In the second quarter of 2026, DG MOVE will adopt a comprehensive  [EU sustainable tourism strategy](#)<sup>(6)</sup>. The strategy will announce a number of flagship initiatives, concerning for instance, the upskilling and reskilling of the tourism workforce, and addressing unbalanced tourism. The Strategy will also point to available financing programmes and resources.

Several other actions, especially those listed under specific objective 3, will also contribute to boosting and modernising tourism in the EU. They will make it easier for passengers to compare travel options and combine tickets from different operators for one journey. They will also improve [passenger rights](#) through work on the new ticketing proposals and by supporting co-legislators in finalising the interinstitutional negotiations on the pending proposals in this field in 2026.

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

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

Amid geopolitical tensions, including Russia's ongoing war of aggression against Ukraine, transport remains a cornerstone of Europe's ability to ensure its security and defence. Transport has a key enabling function, providing the infrastructure and mobility needed to deploy forces, equipment and resources efficiently. It is crucial for preparedness and crisis management. In 2026, the Commission will focus on ensuring swift adoption by the co-legislators of the proposed regulation on [military mobility](#). This initiative recognises the essential role of civilian companies contracted by the armed forces to carry out transport service operations. It has major relevance to road transport. The Commission will review relevant air services and rail freight legislation to further facilitate the rapid and secure transport of military equipment.

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<sup>(6)</sup> Item announced in Annex I (new initiatives) to the CWP 2026.

In parallel, the Commission, in tandem with Member States, will continue to [implement the four military mobility corridors](#). It will do this by assessing the main bottlenecks on the transport network, and ensuring a coordinated definition of the main short-term and targeted investments (hotspots) that need to be tackled as a matter of urgency. To this end the Commission will organise meetings in a corridor format with Member States' ministries of defence and transport.

Europe's security is also influenced by how effectively our authorities can prevent, detect, and neutralise threats across ports, airports and land infrastructure. Building on the EU Ports Alliance against organised crime and drug trafficking, in 2026 DG MOVE will adopt an [EU Ports Strategy](#), exploring ways to further strengthen maritime security legislation so as to effectively address emerging threats, secure ports, and enhance EU supply chain security. The EU Ports Strategy will also contribute towards general objective 1 by enhancing the competitiveness of EU ports. (7)

DG MOVE will also amend aviation security requirements for sharing classified information on [aviation security occurrences](#) and will assess the suitability of adopting certain measures already used for air cargo to secure maritime transport chains. Special attention will be paid to drones, in collaboration with other services, by supporting work on the Anti Drone Action Plan and reviewing progress under a Drone Strategy 2.0 to support the EU drone ecosystem.

The co-legislators will also receive further support in finalising the negotiations on the [regulation on measures against transport operators that facilitate or engage in trafficking in persons or smuggling of migrants](#).

### General objective 3: Supporting people and strengthening our societies and our social models

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

Safety remains a prerequisite for achieving a prosperous and sustainable transport system. On [maritime safety](#) DG MOVE will work with Member States to implement the maritime safety package (8) and the Ship Source Pollution Directive. DG MOVE will also prepare implementation reports on the passenger ship safety directives (9). These reports will form the basis for the review of the technical requirements applicable to domestic passenger ships, providing a clearer and more flexible set of rules. They will enable technological change, while delivering a high level of safety. The [IMO standards on training, certification and watchkeeping \(STCW\) convention and code](#) will also be reviewed to address inconsistencies and keep regulations up to date with emerging technologies. DG MOVE is closely involved in this work. The review is essential to ensure that international standards for seafarer training continue to meet the needs of the global maritime industry, enhance safety and security at sea, and respond effectively to emerging challenges and opportunities.

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(7) To be adopted in a package with the EU maritime industrial strategy.

(8) Revised directive on flag state requirements; Revised directive on post state control; Revised directive on the investigation of accidents in the maritime sector

(9) Directives on safety rules and standards for passenger ships, on the registration of person on board passenger ships and on the inspection of passenger ships.

In the field of [aviation safety](#) DG MOVE will continue to work closely with the European Union Aviation Safety Agency (EASA) – and with national authorities and the industry to simplify the EU’s comprehensive aviation safety *acquis*. This includes a reality check exercise with the overall objective of concluding in 2026 the [assessment of the simplification potential](#) of all implementing and delegated acts under the EASA Basic Regulation. Furthermore, to mark the [20th anniversary of the EU’s air safety list activities](#), DG MOVE will launch a Eurobarometer survey <sup>(10)</sup> to gauge public awareness of these activities. It will also organise an event to highlight this initiative as a model of how transparent and objective safety oversight can serve both European and global interests.

DG MOVE will also prepare a revision of the [rules on the certification of train drivers](#) aimed at increasing the [attractiveness of professions in the rail sector](#) and providing harmonised and reliable [common principles](#) for training and certifying train drivers in line with progress on digital and technical harmonisation in the rail sector.

In 2026, DG MOVE will continue to support Member States in the adoption of secondary legislation for the 2023 [road safety package](#) <sup>(11)</sup>. This will address [exchange mechanisms for vehicle and driver information](#) and, mutual assistance procedures for the [enforcement of road-safety-related offences](#). It will also encompass technical specifications on [EU mobile driving licences](#) and their issuance into the EU digital wallet. Given the progress achieved at national level and on cross-border cooperation, DG MOVE will come forward with a legislative proposal to anticipate the implementation date regarding mobile driving licences.

While the interinstitutional negotiations are ongoing on the 2025 [roadworthiness package](#), a [Communication on the implementation of the 2021-2030 EU Road safety Policy framework](#) is in preparation and planned for adoption in early 2026. In addition, guidance will be issued on [road infrastructure quality requirements](#) for vulnerable road users and a [European map based on national network-wide road safety assessments](#) will be produced in the first quarter of 2026. The EU biennial [road safety conference](#), one of the flagships of the policy framework will be organised in 2026.

Regarding enforcement in road transport, engagement with stakeholders will be continued throughout 2026 and will include the introduction of the [smart tachographV2 on light-duty vehicles](#), the rolling out of the [Electronic Register of Road Undertakings](#), improvements in the usability and features of the [Road Transport Posting Declaration portal](#) and the [Internal Market Information System tool](#). Following up on the results of the Single European Digital Enforcement Area study, DG MOVE will also continue dialogues and reflections on possible actions to deliver the objective of a [smarter, more digitalised, and balanced enforcement across the EU](#).

DG MOVE will also present a package of proposals to make it easier for passengers to find, compare and book multimodal tickets, and to improve their rights during rail journeys involving several railway operators when the ticket was purchased as part of a single transaction from a

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<sup>(10)</sup> [Eurobarometer – Public opinion in the European Union](#)

<sup>(11)</sup> Revision of the EU driving licence directive; Revision of the cross-border enforcement (CBE) directive; Proposal for a new EU directive on driving disqualifications.

ticket sales platform. The package will consist of new rules on [multimodal digital mobility services](#), (aimed at online ticket-selling platforms and transport operators), a proposal for a [single digital booking and ticketing regulation](#) (addressing rail transport operators), and a targeted revision of the regulation on [rail passenger rights](#).

Linking closely with the EU sustainable tourism strategy, DG MOVE will further adopt a legislative proposal on [cross-border car rentals](#), facilitating one-way cross-border car rentals and simultaneously optimising car rental companies of their fleets of rental cars, in particular to meet peak seasonal demand in tourist areas across the EU.

DG MOVE will further support Member States in addressing transport poverty, as part of the preparation and implementation of their national social climate plans under the [Social Climate Fund](#) and beyond.

The 2025 European Mobility Week campaign theme '[Mobility for Everyone](#)' will be extended for a second year in 2026, with the sub-theme '[intergenerational aspects](#)'. This links with DG EAC's upcoming strategy on intergenerational fairness, which looks at sustainable mobility from the viewpoint of different generations, in addition to the concept of transport poverty. Stakeholder engagement will be continued, including in relation to the platform [Women in Transport and the Network of Ambassadors for #DiversityInTransport](#). DG MOVE will also further develop its advocacy for inclusive and fair transport for all users, including passengers with reduced mobility and disabilities, and workers.

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

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

### Europe, Eastern Partnership and Southern Neighbourhood

DG MOVE will continue supporting Ukraine through the [EU-Ukraine Solidarity Lanes](#), ensuring the unhindered movement of goods and improving EU-Ukraine connectivity. In 2025, the [road transport agreements with Ukraine and Moldova](#) were prolonged until 31 March 2027. The agreements have increased road-based trade between Ukraine, Moldova and the EU, benefiting both economies despite the Russian war of aggression. As set out in the agreement with Ukraine, DG MOVE will assess by 30 November 2026 whether satisfactory progress has been made on the alignment of Ukrainian legislation with the EU's road freight transport *acquis* in the areas of working conditions of drivers and market access. It will also carry out a study on the Agreement's impact on the road transport industry, at EU and national level, with an emphasis on the Member States bordering Ukraine. DG MOVE will further continue its work on [restrictive measures in the transport sector against the Russian Federation and Belarus](#).

DG MOVE will contribute to the Commission's [enlargement](#) work, paying particular attention to Ukraine and Moldova's reform agendas and the challenge of sustaining progress amid hybrid security threats. DG MOVE will also support Ukraine and Moldova's efforts in meeting the requirements in the transport-related chapters. Given the goal of provisionally closing the negotiations with Montenegro on transport-related chapters by mid-2026 and with Albania by mid-2027, DG MOVE will support these countries in meeting the appropriate benchmarks. DG

MOVE will also continue engaging with the [Transport Community Treaty](#) and the [European Common Aviation Area](#).

Following the new strategic approach to the Black Sea region, DG MOVE will support stronger partnerships on transport through a cross-regional connectivity agenda, including between Europe and [Central Asia](#) via enhanced [Black Sea connectivity](#). DG MOVE will also continue its engagement with the [Southern Caucasus](#).

In the [Southern Neighbourhood](#), DG MOVE will support the implementation of the Pact for the Mediterranean's transport commitments, while continuing the work on the Union for the Mediterranean's Regional Transport Action Plan. DG MOVE will continue implementing the aviation agreements with Morocco, Israel and Jordan and work towards the realisation of the [Trans-Mediterranean Transport Network](#) and its connections with the TEN-T.

DG MOVE will also continue working on the implementation of the EU-UK Trade and Cooperation Agreement, as well as on further enhancing transport cooperation in line with the outcome of the EU-UK Summit in May 2025. The implementation of the land and the air transport agreements with [Switzerland](#) and the implementation of the transport parts of the EEA agreement with [Norway, Iceland and Liechtenstein](#) will continue. DG MOVE will maintain the annual EU-Norway maritime dialogue.

#### [Asia, Africa and America](#)

DG MOVE will continue strengthening transport relations with key partners in Asia and taking stock of cooperation via dedicated [high-level transport dialogues](#) with [Japan](#), the [Republic of Korea](#), [Singapore](#) and [ASEAN](#), and will extend the transport dialogue with [Japan](#) to include also tourism issues. DG MOVE will also contribute to EU's policy towards [China](#), in line with key priorities in the aviation, maritime and rail policy areas. DG MOVE will also work to strengthen connectivity and reinforce the EU's strategic partnership with [India](#) in view of the EU-India summit, including by committing to a regular high-level aviation dialogue.

Improving transport relations with the [African Union](#), particularly in the context of the EU-AU summit and the first Clean Trade and Investment Partnership with [South Africa](#), will be key work strands for 2026, with a focus on the promotion of sustainable transport fuels in the aviation and maritime sectors.

DG MOVE will also continue its cooperation with the [United States](#), particularly in safety and security.

In the [Gulf region](#), DG MOVE will work with the Gulf Cooperation Council countries on enhancing transport cooperation in line with the implementation of the joint communication on a strategic partnership with the Gulf, and extend cooperation with [Saudi Arabia](#) in line with the political priorities set by the Commission.

The work will also continue to implement the EU's comprehensive [air transport agreements \(CATAs\)](#) with key partners such as the US, Canada, Qatar and ASEAN, as well as its bilateral aviation safety agreements with the US, Canada, Brazil, China, Japan. In 2026 the CJEU is expected to issue an opinion on the EU's exclusive competence in relation to the signature and conclusion of the CATA with Oman. DG MOVE will subsequently present a [communication](#)

clarifying the consequences of the CJEU opinion, on other EU CATAs and agreements in force, and will prepare any legislative amendments necessary.

DG MOVE further aims to present a regulation to establish a clear framework for Member States' bilateral maritime transport agreements with third countries <sup>(12)</sup>. This will aim to ensure legal certainty, avoid fragmentation and safeguard EU interests.

### International organisations

At the International Maritime Organisation (IMO), DG MOVE will continue to cooperate on measures to reduce greenhouse gas emissions, as well as on enhancing the safety of alternative fuels, the review of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, and the scoping exercise for substandard shipping. Following the decision by the IMO to adjourn the meeting of the Marine Environmental Protection Committee in October 2025 – and thus to postpone the adoption of the 'Net-Zero Framework' – DG MOVE will remain engaged with Member States and with international partners to advance the discussions and work towards its adoption in 2026.

The EU will continue its close cooperation with the United Nations Economic Commission for Europe and with the European committee for drawing up standards in the field of inland navigation, the Central Commission for Navigation of the Rhine and the Danube Commission, on various topics related to standards and safety.

DG MOVE will continue to engage and cooperate with the International Civil Aviation Organisation (ICAO), including on the implementation of the resolutions of the 42nd general assembly and on support for implementation of the long-term aspiration goals.

DG MOVE will also represent the EU in deliberations on the technical harmonisation of the requirements for international rail transport at the Intergovernmental Organisation for International Carriage by Rail (OTIF) and work on rail issues under the Luxembourg Protocol to safeguard investment in rail rolling stock.

As regards the international carriage of passengers by coach and bus between the EU and third countries, DG MOVE will continue working on the implementation of the Interbus agreement on occasional services and its protocol on regular and special regular services.

DG MOVE will also continue to play an active role in the G7 working group on resilient supply chains, focusing on digital innovation, infrastructure, crisis management and clean transport.

External projects across transport modes aiming to enhance the safety, security and sustainability of third countries' transport systems in line with the Global Gateway will be continuously driven forward. A key objective will be to establish an enabling regulatory framework for increased connectivity and transport infrastructure development that supports the competitiveness of the EU industry.

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<sup>(12)</sup> Following the CJEU's 2017 Singapore Opinion, confirming the EU's exclusive competence in this area.

# PART 3. A modern and sustainable public administration: outputs in 2026

DG MOVE's internal control framework supports sound management and decision-making. In particular, it ensures that risks to the achievement of objectives are addressed and reduced to acceptable levels through cost-effective controls.

The internal control system is tailored to DG MOVE's particular characteristics and circumstances. The effective functioning of this internal control system will be assessed continuously through the year and will be subject to an annual assessment covering all internal control principles.

## A. Human resource management

The effective management of the DG's human resources remains a key to enabling DG MOVE to deliver on its heavy policy agenda.

DG MOVE will further take actions to attract female candidates to middle management functions with the aim to attain at least 50% **female middle managers** (baseline 2024: 45%). The DG will continue to carefully assess current and future management vacancies in the DG in view of ensuring balanced first appointments at middle management level.

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

The results of the **2025 Staff Survey** will offer valuable insights on staff satisfaction and engagement. DG MOVE will carefully analyse the results and will put in place a **Staff Survey Follow-up Action Plan** to maintain high staff engagement at or above the Commission average. The weekly video debriefs from senior management meeting, as well as the monthly interactive online meetings with the Director-General, will aim at keeping staff up to date with recent developments and boosting staff engagement. DG MOVE will continue organising internal training courses on job-specific and transport & mobility topics.

DG MOVE's **internal communication actions** will ensure that also in 2026 the relevant information for work and well-being reaches all colleagues in real time and will therefore contribute to strengthened motivation and commitment of staff.

Further details on the referring outputs are provided in Annex 2 (page 31).

## B. Digital transformation and data management

### *Digital transformation and cybersecurity*

DG MOVE is dedicated to advancing the digital transformation through its implementation plan for the Digital Strategy.

- **Digital culture:** DG MOVE recognises the importance of improving its staff's digital skills. Although local training is not fully reflected in EU Learn or the Digital Commission Dashboard, DG MOVE is closing gaps through detailed skills assessments and targeted IT and AI training. Cybersecurity awareness remains a priority: recurring training sessions and bi-monthly CyberAware emails for all staff will continue throughout 2026. The promotion of collaborative tools like Teams and M365, alongside mobile apps such as "On the Go" and EUWarn, will also increase the transition towards a digital workplace.
- **Digital-ready policymaking (DRPM):** DG MOVE has been working since November 2024 to ensure that all new policy initiatives take digital aspects into account. A dedicated team supports DRPM and cooperates with the policy coordination unit and Better Regulation experts in preparing training material. Efforts will continue to raise awareness, train policy officers, and refine processes to include digital elements in policymaking from the outset. In 2026, the aim is to move to a more stable approach, strengthening ties with the units responsible for policy cooperation and for Better Regulation. Regular updates and discussions with senior management keep DRPM a top priority for the DG. This reinforces the importance of leveraging existing and emerging technologies in policymaking.
- **Business-driven digital transformation:** DG MOVE is focusing on making its work more efficient through automation and better use of M365. The DG is also exploring AI solutions, such as the Passenger Rights eSurveillance tool and AI-led reporting for the Performance Review Board (PRB) Secretariat. Training sessions in 2026 will strengthen in-house AI skills and promote the use of corporate AI tools, such as GPT@EC, supporting DG MOVE's digital transformation. A local data correspondent (LDC) will help improve how DG MOVE manages, governs and shares data, making it more open, interoperable and consistent. The LDC will provide support to the Commission's Corporate Management Board via the Information Management Steering Board (IMSB) subgroup and the IT Cybersecurity Board (ITCB), participating in the LDC network, and contributing to the internal market family (IMF) group of Directorates-General.
- **Seamless digital environment:** DG MOVE is focusing on enhancing the technical fitness of IT systems. It is expanding the use of cloud technology, simplifying existing IT solutions, and aligning its systems with a modern architecture roadmap, in line with the corporate Cloud Strategy and the dual pillar approach. This includes incorporating solutions from the reusable solutions portfolio (RSP) and obtaining detailed metadata to improve compliance reporting. As regards IT systems, critical systems are moved to the cloud and outdated platforms are updated or replaced. The DG also aims to - standardise its IT architecture and integrating the corporate user interface (eUI) and the corporate notification system (CNS) tools across its information systems.
- **Green, secure and resilient infrastructure:** The department is improving the Digital Workplace Portal to better meet IT needs. Cybersecurity measures will be updated as part of the review of the IT security plans, enhancing the risk management activities, and enforcing rigorous security processes. Standard practices will be gradually updated to take into account recommendations stemming from the IAS audit on IT security. Special attention will also be paid to the implementation of cloud security controls. Additional efforts will be made to increase awareness about information and IT security through trainings for staff and managers (system owners) and through specific secure coding training for developers. The topic of sovereignty will be followed up closely, implementing relevant controls, including possibly processes and reports, in line with directives coming

from DIGIT. Embracing IT greening, DG MOVE will continue EMAS sessions and advocate for energy-saving practices such as switching off laptops when not in use and adopting paperless solutions.

The [Digital and Cybersecurity Steering Committee](#) will remain a cornerstone of the digital transformation and will ensure, that senior management steers the change, and that the strategy is business oriented.

### *Data management*

The current level of maturity in implementing corporate data policies within DG MOVE is basic. In 2026, the main goal is to establish the foundations of structured [data governance](#) and ensure that staff enhance their understanding of the effective management of [data](#) in their IT systems. These initiatives are already being prepared and will be supplemented with comprehensive analysis of data assets, ownership and responsibilities, and data skills to advance data maturity. The objective for data governance is to progress to a developing stage by 2027 and reach an established level by 2029. To this end we will do the following:

- [Data management](#) : DG MOVE will map key data assets and their attributes, aiming to report some data assets in the EC Data Catalogue, pending confirmation with designated data owners.
- [Ownership and responsibilities](#): efforts will focus on defining and documenting the roles of Data Owners and Stewards, reaching higher level of formalisation of their responsibilities.
- [Data quality enhancement](#): DG MOVE will enhance data quality by applying the FAIR principles (findable, accessible, interoperable, and reusable) to new datasets, ensuring data is more robust and useful.
- [Data skills development](#): corporate training on data skills will be promoted throughout DG MOVE.

The ongoing integration of DG MOVE's IT systems with the HermesAresNomcom (HAN) corporate management system will be constantly monitored in line with the digital preservation strategy.

### *Data protection*

As regards compliance with the [Data Protection Regulation \(EU\) 2018/1725](#), DG MOVE will continue to monitor and update its records in the Data Protection Management System, in line with corporate guidelines. The [data protection coordinator](#) will continue to disseminate information and provide regular advice on various data protection matters and will raise awareness of data protection issues across the DG by providing information sessions for staff.

Further details on the referring outputs are provided in [Annex 2](#) (page 31).

## C. Sound financial management

The overall objective for 2026 is to plan, implement, monitor and report on the spending of financial resources in compliance with the principle of sound financial management and to ensure that control procedures provide the necessary guarantees concerning the [legality and regularity](#) of underlying transactions, including prevention, detection, correction and follow-up

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

The **effectiveness and the efficiency** of DG MOVE's internal control system will be assessed continuously. It will be subject to an annual assessment covering all internal control principles and taking into account other sources of information <sup>(13)</sup>. It will further build upon existing **risk-oriented controls**. DG MOVE will take the necessary action to maintain the cost of controls at under 4% of the managed funds, considering the heterogeneity of operations and the relatively low amount of directly managed expenditure. DG MOVE manages contingent assets and liabilities, mainly as a result of its involvement in the CEF bond portfolio. The control objective is to maintain the realised loss under 2% of the fund value <sup>(14)</sup>.

DG MOVE will maintain its efforts to **implement and monitor its budget effectively**, in its annual **budget implementation action plan** and **procurement plan**. After the migration to SUMMA in 2025, the digitisation of the financial operations will continue with the implementation of SUMMA Planning and the progressive onboarding of eContracting. New framework contracts will offer modernised support and expertise in all policy fields under the responsibility of DG MOVE.

DG MOVE will ensure that its **supervision of the entrusted entities** remains efficient and encourages the necessary changes in the entities themselves. Active participation in governance bodies and the regular review and reporting of risks and indicators at each Control Board meeting will ensure that resources are used in line with these entities' mandates, the EU's political priorities and DG MOVE's supervision strategies.

Further details on the referring outputs are provided in **Annex 2** (page 31).

## D. Fraud risk management

DG MOVE's most recent **Antifraud Strategy** was issued in 2020 and the most recently reviewed **Action Plan** covered the 2023-2025 period. The actions provided for that action plan have been implemented, with the exception of the following activities, which will be concluded in early 2026:

- An anti-fraud awareness training session covering the fields of fraud prevention, ethics, conflict of interest.
- An assessment of the risk of double funding across programmes for which DG MOVE has a management responsibility.

The **procedure to update the Commission Antifraud Strategy (CAFS) and Action Plan** has started in parallel during the second half of 2025. The new Antifraud Strategy and Action Plan

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<sup>(13)</sup> Such as audit observations, exceptions and non-compliance and implementation of corrective actions.

<sup>(14)</sup> Financial investments are valued according to the mark-to-market principle and in accordance with accrued future cashflow. The assessment therefore needs also to take into account the actual reason underlying any decrease in valuation.

are expected to be approved in early 2026 covering the 2026-2028 period. In alignment with the CAFS and Action Plan <sup>(15)</sup>, the focus will be on the following specific priority areas:

- awareness-raising, training and communication activities in cooperation with OLAF;
- efficient detection, reporting and handling of fraud, by updating fraud indicators and ‘red flags’;
- Dedicated actions targeting potentially riskier domains;
- Supervision of and advice to its entrusted entities on the update of their own antifraud strategies;
- If applicable, timely implementation of OLAF’s recommendations.

Further details on the referring outputs are provided in Annex 2 (page 31).

## E. Sound environmental management

DG MOVE will continue to reduce its environmental impact by promoting eco-friendly actions, in line with the Commission objective to become climate-neutral by 2030 and with the EMAS corporate actions. It will implement actions aimed at reducing its CO<sub>2</sub> footprint. It will continue closely monitoring its business travel by implementing the new corporate guide to missions and authorised travel, with a view to reducing its environmental impact. As for travel by experts, virtual and hybrid meetings will be prioritised, an option made possible by greater digitalisation and the use of innovative videoconference facilities.

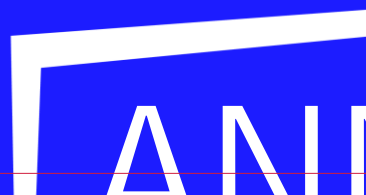
DG MOVE is committed to the Greening the Commission Strategy and objective of **reducing CO<sub>2</sub> emissions by 50% by 2030** (baseline: 321.5 tonnes in 2019). It will pursue awareness-raising campaigns to engage with staff and encourage them towards greener choices and behaviours. Measures include prioritising remote meetings and events; limiting the number of mission performers; regrouping meetings in the same location; and using greener modes of transport. DG MOVE actively participates in the Building Energy Savings Together (“BEST”) initiative, keeping its Brussels building closed during most holiday periods and promoting zero-emission modes of transport, including through the Velomai, European Mobility Week and TakeYourStep campaigns. DG MOVE participates in corporate initiatives led by OIB on waste management.

Concerning green public procurement, DG MOVE mainly procures services related to studies and evaluations; these are not among the priority sectors for implementing green public procurement. DG MOVE will nevertheless coordinate with central services on the possibility of including certain requirements in future calls for tenders.

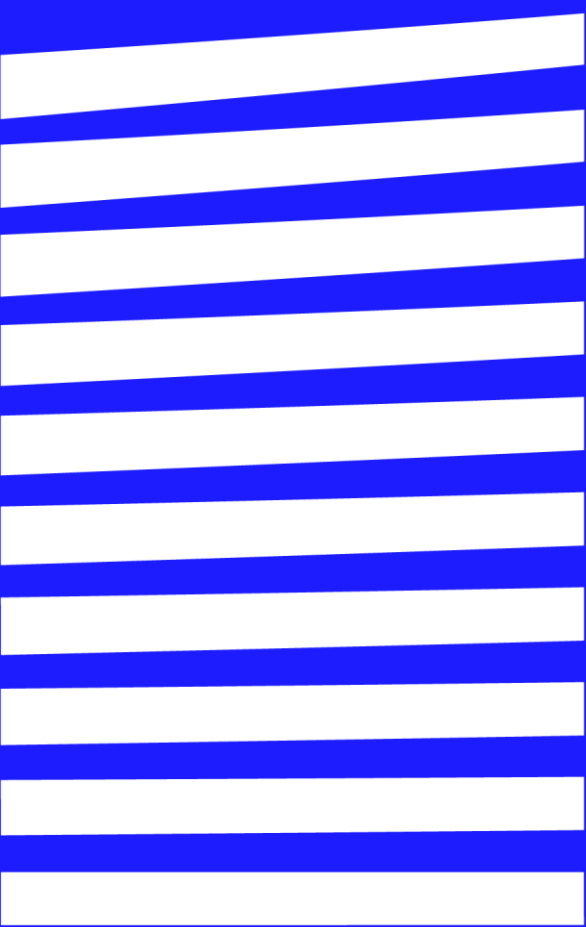
Further details on the referring outputs are provided in Annex 2 (page 31).

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<sup>(15)</sup> Action Plan - 2023 revision (SWD(2023) 245 final, from 11/07/2023).



# ANNEXES



# ANNEX 1: Performance tables – delivering on Commission priorities in 2026

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

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

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

**Main outputs in 2026:**

**New policy initiatives**

Output	Indicator	Target
Maritime industrial strategy: a strategy for a clean, resilient and competitive EU maritime and inland waterway industry	Adoption of Commission communication  Communication indicator: number of media items mentioning the proposal	Q1 2026  100
Proposal for a Regulation of the European Parliament and on the Council on Air Services Regulation	Adoption of Commission Proposal  Communication indicator: number of social media impressions per post	Q3 2026  5000
Strategy for the promotion and development of cutting-edge technologies	Launch work on a Commission communication	Throughout 2026

**Initiatives linked to regulatory simplification and burden reduction**

Output	Indicator	Target
ReFuelEU Aviation: simplification of reporting obligations and strengthening transparency in aviation	Adoption of Commission proposal	Q3 2026
Paperless mobility	Preparatory work	Throughout 2026

**Evaluations and fitness checks – part of the stress testing of the EU *acquis***

Output	Indicator	Target
<i>Ex post</i> evaluation of 2014 -2020 Connecting Europe Facility (CEF)	Finalisation	Q1/2 2026

Interim evaluation 2021-2027 CEF	Finalisation	Q1/2 2026
Evaluation of fishing vessels safety directive	Finalisation	Q2 2026
Fitness check of the airport legal framework	Finalisation	Q2 2026
Revision of Regulation (EU) 2016/796 on EU Agency for Railways	Adoption of Commission Proposal	Q3 2026
Evaluation of Balanced Approach Regulation	Finalisation	Q4 2026
Review of Regulation (EU) 2023/1804 on the deployment of alternative fuels infrastructure	Adoption of Commission Proposal	Q4 2026

### Major implementation activities and enforcement actions

Output	Indicator	Target
Implementation Report/ review of Directive (EU) 2016/1629 on technical requirements for inland waterway vessels to ensure safety and interoperability	Adoption	Q1 2026
Implementation report on the ITS Directive	Adoption	Q1 2026
Implementation report on the Port Services Regulation (Regulation (EU) 2017/253)	Adoption	Q1 2026
A joint pilot auction for eSAF under early movers coalition of MSs, implementing the Sustainable Transport Investment Plan (STIP)	Launch of the auction  Communication indicator: number of social media impressions per post	Q4 2026  5000

### Other major outputs

Output	Indicator	Target
Proposal for a directive of the European Parliament and of the Council amending Council Directive 96/53/EC laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic	Adoption by the co-legislators. Monitoring that the negotiations stay in line with the Commission's objectives and proposal.  Communication indicator: number of social media impressions per post	Q2 2026  5000
Transport Research Arena 2026	Event organisation	Q2 2026

	Communication indicator: number of social media impressions per post	5000
Proposal for a targeted amendment of Directive (EU) 2017/2397 of the European Parliament and of the Council of 12 December 2017 on the recognition of professional qualifications in inland navigation	Adoption by the Commission	Q3 2026
Proposal for implementing acts on the good navigation status of inland waterways	Adoption  Communication indicator: number of social media impressions per post	Q3 2026  5000
Revision of the implementing regulation on the Flight Emissions Label	Adoption	Q3 2026
Connecting Europe Days	Event organisation  Communication indicator: number of social media impressions per post	September 2026  10000
Proposal for a directive of the European Parliament and of the Council amending Directive 1999/62/EC, Council Directive 1999/37/EC and Directive (EU) 2019/520 as regards the CO2 emission class of heavy-duty vehicles with trailers	Progress/adoption by the co-legislators	Throughout 2026
Proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility for the period 2028-2034, amending Regulation (EU) 2024/1679 and repealing Regulation (EU) 2021/1153 <sup>(16)</sup>	Progress in codecision. Monitoring that the negotiations stay in line with the Commission's objectives and proposal.	Throughout 2026

<sup>(16)</sup> Not mentioned under this GO in the CWP 2026. However, to ensure alignment with our Strategic Plan, listed here.


Proposal for a directive of the European Parliament and of the Council discontinuing seasonal changes of time and repealing Directive 2000/84/EC	Seminar organised with Member States' authorities under the Cypriot Council Presidency and expert consultations. Preparation of a study.	Throughout 2026; study to be completed and presented before Q3 2026
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*Specific Objective 1.2: A prosperous and competitive tourism eco-system that develops sustainably in Europe, respecting our heritage, creating opportunities for local businesses and quality employment*

*Related to spending programme(s): Cohesion funds, Recovery and Resilience Facility, Single Market Programme, Digital Europe*

**Main outputs in 2026:**

**New policy initiatives**

Output	Indicator	Target
 EU sustainable tourism strategy <sup>(17)</sup>	Adoption  Communication indicator: number of social media impressions per post	Q2 2026  5000

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

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

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

**Main outputs in 2026:**

**New policy initiatives**

Output	Indicator	Target
EU ports strategy	Adoption of Commission Communication  Communication indicators: - number of media items mentioning the proposal - number of social media impressions per post	Q1 2026  100  5000

**Other major outputs**

Output	Indicator	Target
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<sup>(17)</sup> Item announced in Annex I (new initiatives) to the CWP 2026.

Update Commission Regulation (EC) No 272/2009 supplementing the common basic standards on civil aviation security	Adoption	Q4 2026
Proposal for a Commission regulation on military mobility	Adoption by the co-legislators. Monitoring that the negotiations stay in line with the Commission's objectives and proposal.  Communication indicator: number of social media impressions per post	Q4 2026  3000
Proposal for a regulation of the European Parliament and of the Council on measures against transport operators that facilitate or engage in trafficking in persons or smuggling of migrants in relation to illegal entry into the territory of the European Union	Progress in co-decision. Monitoring that the negotiations stay in line with the Commission's objectives and proposal.	Throughout 2026

General objective 3: Supporting people and strengthening our societies and our social models

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

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

Main outputs in 2026:

New policy initiatives

Output	Indicator	Target
Multimodal digital mobility services initiative (MDMS)	Adoption of Commission Proposal  Communication indicator: number of social media impressions per post	Q2 2026  5000
Single Digital Booking and Ticketing Regulation (SDBTR)	Adoption of Commission Proposal  Communication indicator: number of social media impressions per post	Q2 2026  5000
Revision of the Rail Passenger Rights Regulation	Adoption of Commission Proposal  Communication indicator: number of social media impressions per post	Q2 2026  5000

Proposal on cross-border car rentals	Adoption of Commission Proposal  Communication indicator: number of social media impressions per post	Q2 2026  5000
Revision of Train Drivers Directive (2007/59/EC)	Adoption of Commission Proposal  Communication indicator: number of social media impressions per post	Q2/3 2026  5000

### Initiatives linked to regulatory simplification and burden reduction

Output	Indicator	Target
EASA Assessment and MOVE Reality Check of key implementing rules under the EASA Basic Regulation	Finalisation	Q4 2026

### Evaluations and fitness checks – part of the stress testing of the EU *acquis*

Output	Indicator	Target
Fitness check of the passenger rights of persons with disabilities and persons with reduced mobility (all transport modes)	Launch	Q2 2026

### Implementation dialogues and significant reality checks

Output	Indicator	Target
Reality Check (gathering stakeholder ground-level experiences on working conditions in transport and tourism: implementation barriers and practical insights)	Launch	Q2 2026

### Other major outputs

Output	Indicator	Target
Proposal on enforcement of passenger rights in the Union (Omnibus Regulation) <sup>(18)</sup>	Adoption by co-legislators  Communication indicator: number of social media impressions per post	Q1/2 2026  3000

<sup>(18)</sup> Appears under GO 1 in CWP 2026. However, for complementarity with our Strategic Plan, we list it under GO3.

Proposal on enforcement of passenger rights in the context of multimodal journeys in the EU (Multimodal Regulation) <sup>(19)</sup>	Adoption by co-legislators  Communication indicator: number of social media impressions per post	Q1/2 2026  3000
Proposal on air passenger rights (COM 2013 proposal) <sup>(20)</sup>	Adoption by co-legislators.  Communication indicator: number of social media impressions per post	Q1/2 2026  3000
Women in Transport – Platform for Change	3 meetings per year; Publication of Recommendation on recruitment and retention in the transport sector	Throughout 2026
Roadworthiness Package: Proposals for - Directive of the European Parliament and of the Council amending Directive 2014/45/EU on periodic roadworthiness tests for motor vehicles and their trailers and Directive 2014/47/EU on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union <sup>(21)</sup>	Progress/adoption by the co-legislators  Communication indicator: number of social media impressions per post	End 2026  5000

<sup>(19)</sup> Appears under GO 1 in CWP 2026. However, for complementarity with our Strategic Plan, listed under GO3.

<sup>(20)</sup> Appears under GO 1 in CWP 2026. However, for complementarity with our Strategic Plan, listed under GO3.

<sup>(21)</sup> Appears under GO 1 in CWP 2026. However, for complementarity with our Strategic Plan, listed under GO3.

- Directive of the European Parliament and of the Council the registration documents for vehicles and vehicle registration data recorded in national vehicle registers and repealing Council Directive 1999/37/EC (22)		
Commission implementing regulations on EU standard mobile driving licences and on the European network for the exchange of driving licences information	Adoption	Q2 2026
Guidelines on road infrastructure quality requirements for vulnerable road users	Adoption	Q4 2026
Report on the implementation of the 2021-2030 EU road safety policy framework	Adoption  Communication indicator: number of social media impressions per post	Q1 2026  5000
Announcement of annual road safety statistics	Publication of the preliminary figures for previous year  Publication of the final figures for the previous year  Communication indicator: number of social media impressions per post	Q1 2026  Q4 2026  5000
EU Air Safety List (EU ASL) Eurobarometer survey and organisation of commemorative 20th anniversary event	Publication of EU ASL EUROBAROMETER  Anniversary Event  Communication indicator: number of social media impressions per post	Q1/Q2 2026  June 2026  5000

(22) Appears under GO 1 in CWP 2026. However, for complementarity with our Strategic Plan, listed under GO3.

General objective 6: A global Europe: leveraging our power and partnership		
<i>Specific Objective 6.1: Strengthened bilateral and multilateral transport and tourism relations and better international connectivity, also supporting future enlargements</i>		
<i>Related to spending programme(s): Connecting Europe Facility and Horizon Europe</i>		
Main outputs in 2026:		
New policy initiatives		
Output	Indicator	Target
Proposal for a regulation on international maritime transport services agreements	Adoption	Q4 2026
Other major outputs		
Output	Indicator	Target
Adaptation of the TEN-T maps for neighbouring third countries (Norway, Switzerland, Western Balkans, Ukraine and Moldova) to include urban nodes into the maps	Adoption of a delegated Act	Q2 2026
Implementing acts on the recognition of third countries qualification certificates [inland waterways]	Adoption of implementing Act for Serbia	2026
Communication on the outcome of the CJEU opinion on the EU-Oman CATA	Adoption of Communication  Communication indicator: number of media items mentioning the proposal	Q2/2026  100

# ANNEX 2: Performance tables – A modern and sustainable public administration

## A. Human resource management

Objective: DG MOVE employs a skilled, diverse and motivated workforce to deliver on the Commission's priorities.		
Main outputs in 2026:		
Output	Indicator	Target
Follow-up to the 2025 Staff Survey	Follow-up Action Plan adopted	By the target date set by DG HR
Statistics on female representation provided to the DG; identifying possibilities and talented female ADs to reach the DG's gender target and ensure balanced first appointments at middle management level once the target is reached	Frequency of the statistics provided to the DG	Quarterly and when Head of Unit positions become vacant
Organise internal training courses and (online/physical/hybrid) on job-specific and transport & mobility topics	Number of courses	At least 10 courses by December 2026
Continue the bi-annual newcomers welcoming sessions	Number of sessions	Two sessions by December 2026
Video debriefs after the senior management meetings	Number of debriefs	After each senior management meeting (usually on a weekly basis)
Online staff meetings with the Director-General	Number of meetings	After each management meeting (includes middle and senior management; usually on a monthly basis)

## B. Digital transformation and data management

**Objective:** DG MOVE is using innovative, trusted digital solutions for better policymaking, data management and administrative processes to create a digitally transformed, user-focused and data-driven Commission.

### Main outputs in 2026:

#### Digital Transformation

Output	Indicator	Target
<b>Digital Culture</b>		
Digital Culture	Training sessions on Digital Skills	Organise at least 5 sessions in the year
Raising cybersecurity awareness	Number of local awareness initiatives	<ul style="list-style-type: none"> <li>- At least 1 cybersecurity training session for all staff</li> <li>- At least one training on Information and IT security</li> <li>- At least 6 articles in SPO</li> </ul>
<b>Digital-ready Policymaking (DRPM)</b>		
Digital-ready EU policymaking	Awareness action about innovative technologies to be considered by policy units	At least 2 awareness and training sessions
	Provide timely feedback to support request for digital checks	100% of requests to be addressed within 10 working days
	Provide timely feedback to support request for LFDS	100% of requests to be addressed within 10 working days
<b>Business-driven Digital Transformation</b>		
Business-driven Digital Transformation	Number of IT Local Systems making use of AI	At least 1
	Number of training sessions to staff covering AI topics and/or AI systems	At least 2
<b>Seamless Digital Environment</b>		
DG MOVE IT systems utilising cloud infrastructure services	Percentage of IT systems hosted partially or completely in the cloud	Above 50% by the end of 2026
<b>Green, Secure and Resilient Infrastructure</b>		
MOVE IT systems with a security plan	Percentage of IT systems with a security plan	100% IT systems with a security plan
MOVE IT SNC systems using Multiple Factors Authentication (MFA)	Percentage of IT SNC systems using MFA	100% IT systems SNC using MFA
MOVE IT systems onboard in the Governance Risk and Compliance tool (GRC)	Percentage of IT systems onboarded on GRC	100% IT systems onboarded on GRC

Data Management		
Output	Indicator	Target
Data Management	Data Catalogue covering of Local Systems	35% of SRD.2 applications to be part of the Data Catalogue
	Guidance document on data governance including the process of appointing different roles in DG MOVE	Q3 2026
Information Management	Percentage of registered documents that are systematically filed	Above 98%
	Integration of IT systems with the corporate records management system HAN (HermesAresNomcom)	<ul style="list-style-type: none"> <li>- Update the list of the DG's IT legacy systems to be assessed for integration with corporate archive systems</li> <li>- Update the integration roadmap by the end of 2026</li> </ul>
	Workshops/trainings	At least 2 sessions per year
Data Protection		
Output	Indicator	Target
DG MOVE published protection records in the data protection officer (DPO) register are reviewed according to corporate guidelines.	Percentage of revised Data Protection Records	100%
Raising staff awareness on personal data protection	Awareness sessions organised per year	At least one session per year

## C.Sound financial management

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

### Main outputs in 2026

Output	Indicator	Target
Effective controls: legal and regular transactions	Estimated risk at payment and at closure for Horizon 2020 grants	As close as possible to 2% of relevant expenditure
	Estimated risk at payment and at closure (including Horizon Europe)	Remains < 2% of relevant expenditure

Output	Indicator	Target
	Frequency of awareness raising actions in relation to procurement procedures	At least quarterly
Efficient controls	Budget execution and / or timely payments	Remains $\geq$ 95% of payment and commitment appropriations and remains $\geq$ 95% of payments (in value) on time
Economy of controls	Overall estimated cost of controls	remains < 4% of funds managed
Scrutiny by Senior Management over: <ul style="list-style-type: none"> <li>• Performance of controls</li> <li>• Implementation of corrective actions</li> <li>• Budget implementation</li> </ul>	Frequency of reporting	4 per year (through Control Boards and Reports to Commissioner)

Objective 2: DG MOVE develops a comprehensive, solid and effective strategy of the supervision of entrusted entities and contributes to the steering of their operational, administrative and financial activities.

#### Main outputs in 2026

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

## D. Fraud risk management

**Objective:** The risk of fraud is minimised through the application of effective anti-fraud measures and the implementation of the Commission anti-fraud strategy <sup>(23)</sup> aimed at the prevention, detection and correction <sup>(24)</sup> of fraud.

### Main outputs in 2026:

Output	Indicator	Target
Implementation of remaining actions from Antifraud Action Plan 2023-2025	- Antifraud awareness training session organised - Screening of double-funding risk carried out	Q1 2026
Adoption of the new Antifraud Strategy and Action Plan, based on the risk assessment	Adoption of a new Antifraud Action Plan	Q1 2026
Implementation of the actions from Antifraud Action Plan 2026-2028.	% of actions (foreseen to be completed by 31/12/2026) completed	100%
Antifraud awareness raising campaign	% of staff reached through workshops, conferences or other direct methods	> 80%
Reporting to management.	Number of reports on the implementation of the Antifraud Strategy presented at the Control Board Meetings	At least 3

## E. Sound environmental management

**Objective:** Reaching climate neutrality by 2030 and a reduced environmental footprint for the Commission.

### Main outputs in 2026

Output	Indicator	Target
	Awareness raising on the updated Mission Guidelines	At least 3 occurrences per year
	Assessment of the feasibility of developing a MIPS-based dashboard for monitoring emissions generated by staff professional travels	Q1 2026

<sup>(23)</sup> Communication from the Commission 'Commission Anti-Fraud Strategy: enhanced action to protect the EU budget', COM(2019) 176 of 29 April 2019; Communication from the Commission "Commission Anti-Fraud Strategy Action plan – revision 2023" [COM\(2023\) 405](#) of 11 July 2023 – “the Communication on the 2023 revision” – and the accompanying revised action plan, [SWD\(2023\)245](#)– “the revised Action Plan”.

<sup>(24)</sup> Correction of fraud’ is an umbrella term, which notably refers to the recovery of amounts unduly spent and to administrative sanctions.

Output	Indicator	Target
Actions to reduce emissions from staff professional travel <sup>(25)</sup>	Report to senior management on the evolution of CO <sub>2</sub> emissions from staff professional travels	Once per year
Energy-saving actions	% of department buildings participating in the annual BEST energy saving actions (summer action) % of department buildings participating in the annual BEST energy saving actions (winter action)	2 buildings: DM24 and DM28 (100% of DG MOVE buildings) participating in annual BEST energy saving actions
Staff awareness actions	Number of staff awareness actions in line with EMAS/greening corporate campaigns or from local initiatives	At least 5 in 2025 in the domain of energy saving, water saving, recycling and EMAS initiatives
Sustainable events	% department's events, incorporating the <a href="#">EC Guidelines for sustainable events</a>	100%
Green public procurement (GPP)	% of procurement procedures where GPP criteria are considered (whether implemented or not)	100%

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<sup>(25)</sup> Identify the actions/specific initiatives to be undertaken (for example related to awareness, control, monitoring)